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No. 17,809. 第一萬七千八百零九號 乙卯年四月二十八日 HONGKONG, THURSDAY, JUNE 10TH, 1915. 四月十號 中華民國四年六月十號 PRICE, $2 PER MONTH.

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June 11th.—Europe (*vid* Siberia), per s.s. SINKIANG.

TO DEPART.

June 10th.—Europe *vid* Siberia, *at* 3 p.m., per s.s. LIANGCHOW.

June 11th.—Formosa *vid* Keelung, Shanghai, North China, Japan *vid* Moji, Victoria, B.C., Tacoma, and United Kingdom *vid* Canada, at 1 p.m., per s.s. CHICAGO MARU.

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June 12th.—Europe *vid* Siberia, at 4 p.m., per s.s. LUCHOW.

June 15th.—Philippine Islands, Japan *vid* Nagasaki, Honolulu, United States, South America and Canada *vid* San Francisco and United Kingdom *vid* Canada, at 11 a.m., per s.s. CHINA.

June 15th.—Europe *vid* Siberia, at 3 p.m., per s.s. AKI MARU.

June 15th.—Formosa *vid* Keelung, Shanghai, North China, Japan *vid* Moji, Victoria, B.C., Seattle Wash. and United Kingdom *vid* Canada, at 3 p.m., per s.s. AKI MARU.

June 19th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. MALTA.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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Hongkong, 24th April, 1914. [540

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TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes.
8.00 „	to 10.00 „	„ 10 „
10.00 „	to 11.00 „	„ 15 „
11.30 „	to 12.45 p.m.	„ 15 „
12.45 p.m.	to 1.15 „	„ 10 „
1.15 „	to 1.45 „	„ 15 „
1.45 „	to 2.15 „	„ 10 „
2.15 „	to 5.00 „	„ 15 „
5.00 „	to 8.10 „	„ 10 „

NIGHT CARS.

9.30 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 „	to 11.00 „	„ 10 „
11.30 „	to 12.00 noon	„ 15 „
12.00 noon	to 1.00 p.m.	„ 10 „
1.00 p.m.	to 5.00 „	„ 15 „
5.00 „	to 6.00 „	„ 10 „
6.00 „	to 7.00 „	„ 15 „
7.00 „	to 8.10 „	„ 10 „

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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
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Hongkong 29th May, 1914. [467

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	Tsingtao „	Ar.	„	—	Mon.
	Dairen „ (S.M.R. Train)	Lv.	8.30 p.m.	Tu.	Tues.
Y 14.85	Mukden „	Ar.	11.25 „	Thursday	
	„ „	Lv.	11.55 „	„	
Y 11.50	Changchun „	Ar.	7.10 a.m.	Friday	
	„ (Russian Train)	Lv.	9.10 „	„	
$ 9.40	Harbin „	Ar.	*2.00 p.m.	„	

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Thursday	
$ 9.60	Harbin (Russian Train)	Lv.	10.10 a.m.	„	
	Changchun „	Ar.	4.30 p.m.	Friday	
Y 11.50	„ (S.M.R. Train)	Lv.	5.45 „	„	
	Mukden „	Ar.	0.45 a.m.	„	
Y 14.85	„ „	Lv.	1.25 „	„	
	Dairen „ (S.M.R. Str.)	Ar.	9.30 „	Fri.	Wed.
	„ „	Lv.	Noon.	Sat.	
$ 40	Tsingtao „	Ar.	Forenoon	Mon.	Fri.
	Shanghai „	Ar.	„	Sakaki	To Kobe.

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Macao, 1st June, 1915. [620

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THE WAR BUDGET STATEMENT.

OVER TWO MILLIONS A DAY.

RELIANCE ON THE NATION'S SAVINGS.

Mr. Lloyd George, in his Budget speech in the House of Commons on May 4th, said:—

In many respects it is a very inconvenient moment for reviewing the finances of the year and the best methods of meeting them. So much depends on the developments of the next two or three months from the military point of view that the task of the Chancellor who attempts now to reckon the sacrifices which it would be his duty to invite the country to make in order to meet the expenses of the war is almost an impossible one.

Experts will give you a very varied estimate as to the probable duration of the war; but, with all respect to their experience and power of prevision, the best of them cannot possibly tell at the present moment. The operations of the coming summer will alone enable us to form a dependable notion—not as to the ultimate issue of the war, because that is not in doubt—(loud cheers)—but as to its duration, and that is the question which concerns a Finance Minister when he is framing his estimates of the probable expenditure of the year.

This is not, therefore, a suitable moment to forecast the probable expenditure upon the war. Proposals which might be appropriate to a short campaign would be inadequate for a prolonged war, and *vice versa*, and I frankly admit I should not have chosen this opportunity for reviewing the finance of the year and making proposals to Parliament if it had not been for the obligation thrown upon me by the Provisional Collection of Taxes Act. But even now a review of the finances of the year may serve some useful purpose, because it will make the people of the country more fully understand the dimensions of the task which we have undertaken.

I should like to call attention to the cost of the war up to the end of the financial year. For the first eight months the war cost in round figures £360,000,000. This includes advances to our Allies to the amount of £52,378,000, and a sum of money which was expended in the purchase of wheat, sugar, and other commodities which will afterwards be resold. Our forces in the field have increased rapidly. Enormous orders for equipment are maturing for payment, and therefore the cost is an increasing one.

The second feature in the figures of last year is the wonderful buoyancy of the income tax and super-tax. The yield of income tax attributable to the first Budget of 1914 was £46,000,000. The forecast made in November of the yield on the income tax as increased by the rate levied by the House at that time was £53,000,000; the actual yield was £59,279,000. The yield of the super-tax in November, attributable to the first Budget, was £8,135,000. Although the rate was increased in November I did not anticipate that I should receive more than £8,460,000 last year. As a matter of fact, the actual yield proved to be £10,120,000, so that the total excess of actual yield of income tax and super-tax over the estimates of November was nearly £3,000,000.

TWO AND A-HALF MILLIONS IN A WEEK.

This is almost entirely due to the ease with which these two taxes were collected. The tax was due on January 1st, and in the week ending the 9th of that month nearly two and a half millions was *paid*, £820,000 being received in a single day. (Cheers.) Still more unusual, the remittances were very often accompanied by letters testifying the readiness with which people enclosed the cheques. (Cheers and laughter.)

The number of super-tax payers now reaches 26,000, the number added by the financial proposals of last year being 12,000. Additional returns continue to come in, so that the total number of new super-tax payers will probably reach 15,000.

I will now say a word about the revenue from Customs and Excise. The November estimate of revenue from these sources was £73,900,000. We actually received £80,050,000, an increase of seven millions on the estimate. Of that seven millions it was estimated that three millions were due to forestalments, notably in spirits, tea, and tobacco; £2,162,000 is due to increased consumption of spirits; £530,000 is due to increase in consumption of beer over and above the November estimate, and £1,000,000 is due to increased consumption of tobacco, largely attributable, no doubt, to the gifts which have been sent to the troops.

This increase of £2,182,000 due to the increased consumption of spirits represents that during that period 2,900,000 gallons more spirits and 17,000,000 gallons more beer than was anticipated were consumed. The Committee would like to know what effect the new duties have had on the production of beer. In December it decreased 26 per cent., in January 22 per cent., in February 22 per cent., in March 17 per cent. On the other hand, the net increase in the consumption of spirits was in December 3 per cent., in January 6 per cent., in February 15 per cent., and March 25 per cent.

THE NATIONAL DEBT.

The next item of revenue to which I should like to call attention is the death duties, which on the whole have more than realized our expectations. Unhappily the number of cases relieved or exempted under the Death Duties (Killed in War) Act reaches a total of 512. The exemption allowed amounts to £102,426. The last item to which I need refer is the National Debt. As a result of the war the National Debt has been increased by a sum of £158,000,000, so that it now stands at the prodigious figure of £1,165,802,000. The total reduction in pre-war liabilities up to and including last year by the present Government, excluding the Telephone Debt, was £107,000,000. All that is swept away by two months of war.

REVENUE FORECAST.

Now I come to the forecast for next year. It is quite impossible for any Minister to present a reliable estimate of the probable expenditure. All he can do is to present alternative estimates, one based on the assumption that the war will last six months, and the other on the assumption that the war continues until the end of the financial year.

I will take first of all the revenue from Excise:—

Spirits.—Owing to the heavy forestalments in February and March there will be a considerable falling off in the revenue from spirits. I put the total revenue from spirits at £23,400,000.

Beer we put at £32,000,000, an increase of £16,120,000 upon last year.

Wines.—£2,350,000. An increase of £1,336,000.

Tea.—£9,000,000, an increase of £372,000.

There were considerable forestalments in anticipation of a probable increase in the tea duty. These amounted to £1,000,000, and but for them the increase would have been much greater. Cocoa, coffee, and chicory are down by £21,000, and sugar is down by £315,000. In regard to tobacco we anticipate a loss of £1,169,000 of revenue this year as compared with last year. The total from Customs and Excise this year will be, according to our estimates, £95,200,000, an increase of £13,697,000 upon the actual receipts of last year.

The Exchequer receipts last year from death duties were £28,382,000. This year we anticipate that the Exchequer will receive £28,000,000, a decrease of £382,000.

Stamps.—Last year, £7,577,000; this year, £6,500,000 only, a decrease of £1,077,000.

Land Tax.—£680,000, an increase of £30,000.

House Duty.—£1,990,000, an increase of £60,000.

Property and Income Tax, including super-tax.—£103,000,000, an increase of £33,601,000.

Land Value Duties.—£350,000. (Ironical Opposition laughter.) Very useful. I think you can build three submarines out of that. Land-value duties are down by £62,000. The total revenue from the Inland Revenue Department is £140,500,000, an increase of £32,170,000. The total tax revenue from Customs and Excise and Inland Revenue will be £235,700,000, an increase of £46,395,000 over last year.

NON-TAX REVENUE.

Post Office, £30,400,000, as against £29,650,000, an increase of £750,000, due to the large number of letters posted in consequence of the war.

Crown Lands £530,000, decrease £15,000.

Receipts from Suez Canal shares and odds and ends, £2,002,000, an increase of £725,000, not from the Canal shares, but from certain sums of money coming in, I think, from one of the Colonies.

Miscellaneous, £1,700,000, as against £5,917,000. There is a considerable drop there. The increase last year was largely due to the great demand for silver coinage: that shows a drop of £4,217,000. The total non-tax revenue is thus £34,632,000, the total revenue £270,332,000, an increase of £43,638,000 upon last year.

THE INCOME TAX, AND ENDOWMENT POLICIES.

I should like to say a word about income tax before I pass from the revenue. The only alterations we propose to submit to the House are alterations in the income tax of a slight character in respect of which we gave a pledge last year in reference to insurance companies. The present method of computation of liability is unfair to the British life assurance companies against outside companies, and it is unfair to life insurance companies as against composite companies.

We propose another alteration. There have been indications of late that efforts have been made to circumvent the income tax, and especially the super-tax, by means of the development of the endowment policy. The real *bonâ-fide* endowment policy is a very valuable contribution to the life of this country, but when you have got a scheme for an endowment policy for five years with enormous premiums that is not really an insurance—("Hear, hear")—especially when it is accompanied by circulars pointing out that when you throw the income tax in this is really an investment that gives you your money back with 4½ per cent., and when what enables you to do that is a heavy income tax and super-tax.

I think we must put an end to it ("Hear, hear")—and it is much better that it should be done before it develops further. We therefore propose that there should be an alteration which would discriminate between the *bonâ-fide* insurance, including endowments, and the obvious attempt to evade the income tax and supertax.

EXPENDITURE.

Now I come to the expenditure for the year. The National Debt Service inside the fixed debt charge is £24,500,000. That includes a certain sum for sinking fund which I shall deduct later on because it is obvious you cannot continue the sinking fund with a war going on.

For the first time we have a heavy debt charge in respect of borrowing for the war. The figures which I have given will show what a difference the war will make in the fixed debt charges of this country. There is an expenditure which is going to remain after this war, and a very heavy expenditure—("Hear, hear")—and for the first time I have got to budget for that in my annual statement.

The annual fixed debt charge is £24,500,000. For a full year the outside fixed debt charge, which will mean interest on the money borrowed, will be £30,726,000, so there will be £55,250,0 payable in respect of interest, or, if you deduct the whole of the sinking fund something not far from £50,000,000 in interest alone in respect of money borrowed for the present war and for debt charges in the past.

We have only taken a token vote for the Army and Navy, because we find it impossible to distinguish between the ordinary peace expenditure and the expenditure on the war, and therefore we propose that the whole expenditure for the Army and Navy should practically be covered by the votes of Credit. This is where the real difference between Estimate A (if the war lasts six months longer) and Estimate B (twelve months longer) comes in.

SIX MONTHS' MORE WAR.

The Army	£400,000,000
The Navy	120,000,000
The railways, compensation for bombardment, air raids, and miscellaneous civil expenditure	11,000,000
Compensation, provision of canteens, etc., under the Defence of the Realm Acts	7,000,000
Advances to Allies and Dominions	100,000,000
Votes of Credit	638,000,000
Total	£790,458,000

Deduct suspension of new Sinking Fund £3,780,000, and the balance will be £786,678,000. That is on the assumption that the war comes to an end by September.

TWELVE MONTHS' MORE WAR.

Take the other assumption, of the war continuing throughout the financial year. The National Debt, inside fixed debt charge, is 24½ millions. The outside fixed debt charge, interest on money borrowed, would be £30,726,000. The Road Improvement Fund would be the same, and local taxation the same. The total for Consolidated Fund purposes would be £67,760,000. Ordinary supply services would be the same, £90,071,000. Now I come to Votes of Credit.

The Army	£600,000,000
The Navy	146,000,000
Railway, compensation for bombardments, would be doubled	22,000,000
And compensation, the provision of canteens, etc., under the Defence of the Realm Act	10,000,000
Advances to Allies and Dominions	200,000,000
Total	£1,136,414,000
Deduct suspension of the new Sinking Fund	3,760,000
Net Total	£1,132,654,000

The cost of the war on the average throughout the year, apart from advances to our Dominions and Allies, will be something like £2,100,000 a day. It is less than £2,000,000 now, and gradually it will be £2,000,000. I will come to the final balance-sheet on these two assumptions.

On the assumption that it is a six months' war the total expenditure will be £790,458,000. The revenue on the existing basis of taxation will be £267,232,000. The gross deficiency will be £523,226,000. The suspension of the new Sinking Fund and the additional taxation which I have already indicated (£3,100,000) would be £6,880,000. The deficit to be made up by some process or other would be £516,346,000.

What are the figures on the assumption of the war lasting for the year? From the total of £1,126,434,000 deduct revenue on existing basis of taxation and the suspension of the new Sinking Fund and additional taxation. The deficit to be made up is £862,322,000. That is the sum of money this country will have to raise, in addition to what has been already imposed in the course of the current financial year.

The financing of such a gigantic sum must be a grave operation, even for such a rich country as ours, and especially if we ever have to look forward to a war carried into the next financial year. The references to our accumulated wealth does not overcome the difficulty.

We are an enormously rich country—certainly the richest country in Europe. I am not sure we are not the richest country in the world in proportion to our population. We have four thousand millions invested in foreign and Colonial securities of the best description. In addition to that we have a vast accumulated wealth of our own at home.

But every business man realizes how difficult it is at times of general stress for firms possessing the most valuable assets—unmortgaged assets—to liquefy them for immediate use.

Let us see that the difficulties are. We have got enormous wealth invested at home and abroad. The difficulty is that practically the only countries, with one exception, where you could realize that wealth are at war. All the markets where securities could be realized, with the exception of the United States, are the markets of belligerent countries. The United States market is a restricted market. It was never so good a market as this country except for its securities, not because it is not an enormously rich country—probably it is the richest country in the world, taking its resources into account; but it is a country which has used its resources in the main for its own development.

You have there enormous natural resources—there are millions of square miles with every kind of mineral and agricultural possibility. It would take America, however, a generation and more before she develops her resources to anything approaching this country. Therefore, America absorbs all her spare capital for that purpose. Before the war a great deal of her capital was absorbed in purchasing German securities at a low price. They were dumped upon the markets of the United States by those who were in a hurry to realize them in order to get ready cash. They did this and realized, often at low figures, but it absorbed a certain amount of ready cash in America.

Let us now look at the problem on the assumption that the war will last the whole twelve months of the financial year. If it is a six months' war the difficulties will be more readily overcome. If the war lasts for the twelve months it will involve the raising of £1,132,00 of money in the country for the year one way or another, and that is the great difficulty which any Finance Minister will be confronted with. Of that sum £270,000,000 could be raised by taxes. But that is out of the income of the people of the country, and there is still a balance of £862,000,000 to be raised. Of that sum I think I have said 200 millions would be money we should be advancing to other countries, but that does not lessen the difficulty in the least degree. The difficulty is not the indebtedness but of raising the money for the purpose of meeting liabilities. We are raising money not merely for ourselves but for other countries not so fortunately placed as we are. ("Hear, hear.") That is the one problem.

Now let us take another difficulty, and, I think, a greater one, one which is full of complications. Britain in times of peace has the greatest international trade in the world, and Germany comes second. In both countries the imports exceed the exports, and both countries pay for their imports in exactly the same way but not to the same extent.

DIFFERENT PROBLEMS OF WAR AND FINANCE MINISTERS.

Take the year 1913. Our imports exceeded our exports, as far as I can recollect, by 130 millions. How is that paid? As everyone knows, you do not pay it in gold. You pay it first of all by freights and other services, because most of the shipping is done in our own ships. A very considerable part of the payment is made in freightage to our shipowners and other services such as insurance, bankers and commission, and things of that kind. That will probably account for 120 to 150 millions.

Then we have interest upon several thousands of millions of money invested abroad. These two items together come to 350 millions, against an adverse balance, of course, of 130 millions. That meant that there are 250 millions due to us. If you invest large sums of money in foreign countries you do not send it in cash. It is that difference which practically represents our investments abroad.

That is the position during times of peace. Come to a period of war. The Committee will realize the difficulty of financing a gigantic operation of this kind. It affects the two rival countries differently. Our imports have increased. We are not merely paying for the purchase of war munitions. Four millions of our men have been taken from industry. Two millions or more are engaged in the Army, either at the front or in training to go there, and you have another consideration—the millions who are engaged in doing nothing but turning out munitions of war.

We have not merely to buy munitions of war, but materials for munitions of war, abroad, and also food. We have got to buy things which in the ordinary course we would have bought at home. Our imports have increased enormously. Our exports have gone down very considerably. It is inevitable.

How is it affecting Germany? In Germany practically both imports and exports have been cut off by the Navy. We have both got to maintain ourselves, and feed our populations, and our manufacturers, and that has got to be done either out of the produce of our own country, or out of the accumulated reserves, or by importation from abroad. Germany cannot import from abroad. She has got to depend entirely upon what she can produce at home and upon accumulated reserves of material—cooper, iron, and everything.

Let the Committee observe the difference between the two problems. From the point of view of a War Minister Britain is better off; from the point of view of a Finance Minister our difficulties are greater for the time being. In a protracted war a British War Minister has a great and increasing advantage over his German rival, but a German Finance Minister has not the same difficulty in financing purchases from abroad. ("Why?") Because there are no purchases from abroad.

SEA COMMAND, GREAT ARMY, AND MONEY-FINDING.

The margin of imports over exports in an ordinary year is 130 millions, and the margin of imports over exports this year—I am only looking at what happened during the last few months—will be 448 millions. That does not include Government purchases abroad, and it does not include the purchases of our Allies abroad. We have got to finance the whole of that. We have got to finance the difference between our imports and our exports. We have got to finance Government purchases which are not included in our ordinary trade imports. We have got practically to finance the imports and purchases of most of our Allies from abroad. ("Why?") For a most obvious reason. We are all acting together. Each has got to put its best in. This is where we can help, and if we can help we are bound to do it.

We have got between £350,000,000 and £400,000,000 which this country will have to find in order to finance purchases from abroad. These problems show the importance of our taking no avoidable steps which would have the effect of diminishing the value of our exports abroad.

I think the Allied Powers ought to determine the part they should wish Britain to take and the best service she can render. Britain can keep command of the seas. She has done so and she will maintain complete control to the end. That is an invaluable service, and it is essential to the ultimate success of our arms, especially in a prolonged war, and the longer the war the more this command of the seas counts.

What is the second service which Britain can render? She can, of course, maintain a great Army and put the whole of our Army on exactly the same footing as Continental Powers have done. What is the third service? The third service she can render is the service she rendered during the Napoleonic wars—to bear the main burden of financing the Allied countries in their necessary purchases for carrying on the war, purchases outside their own country more especially, and also helping the Allies with the manufacture and equipment of munitions of war.

Britain can do the first. She can also do the second within limits if she is to do the first and last. I think that is important. We have raised enormous numbers of men in this country, and I say it, speaking purely from the point of view of finance, that the time has come when there should be discrimination so that recruiting shall not interfere with the output of the munitions of war, and it shall interfere as little as possible with the output of those commodities which we export abroad, and which enable us to purchase munitions for ourselves and for our Allies. Within these limits there is still great room for adding to the number of recruits in this country. (Cheers.)

(*Continued on Page 9.*)

THE WAR BUDGET STATEMENT.

(Continued from Page 2.)

If we maintain our exports at our present figure the gigantic problem is that we have got to raise in this country 1,100 millions of money for financing the operations of the war here and abroad. The problems are full of difficulty and perplexity, but they are not insuperable to a nation which has the temper and the necessary unity to face them.

What are the possible means of meeting this great deficiency? There is first of all the paper bridge. There is what is known as the dilution of currency. Disguise it as they will, there are many girders in the German financial bridge which are made of paper, and no amount of paint and varnish will disguise the fact. It is an easy method. It is a tempting method. You appear to get over your difficulties in the simplest way, and it is very difficult to point out where you are going wrong for the moment. It is really, looking at it most carefully, simply an indirect method of levying a tax upon the income of the people. You alter the currency and prices go up. A country which has no foreign trade—which is the case of Germany now—can do it. A country which has still got a great international trade cannot do it. The gold would vanish from the country. Therefore it is a course which would be a fatal one for a Chancellor to pursue in order to get over his difficulties in meeting a great deficiency.

What is the second method? It is by resorting to the expedient of selling our existing securities abroad. Such a policy would be fatal to this country, because the effect would be to place upon the foreign markets more than they could readily digest.

THE COUNTRY'S INCOME.

The only straightforward, reliable course that will not damage us after the war is to depend more largely upon the income of this country. (Cheers.) What is the income of this country? The income of this country in times of peace is £3,100,000,000. Now it is probably higher.

We are spending hundreds of millions of money, borrowed money, and most of it is spent in this country. Men are earning high wages and profits are considerably higher. The result is that the income of this country at the present moment is probably higher than it is in times of peace.

Some people are probably making larger profits than others. That is a matter which may have to be considered when we are raising contributions to carry on the war for a year—the resources of those who have made exceptional profits out of the war. (Cheers). To carry on a great war like this we must depend primarily upon the savings of the community. What are the ordinary savings in this country? In time of peace the ordinary savings are about three or four hundred millions per annum, and in times of war with an undoubtedly increased national income the savings ought to be considerably increased.

Our ancestors at the beginning of the last great war were faced with a taxation equivalent to one-tenth of their actual income; they proceeded to one-sixth, and as the war went on they taxed themselves to the extent of one-fourth, and ended by taxing themselves to the extent of two sevenths of their income. That was what our ancestors did to meet the expenses of a great continental war.

The savings of the nation must be made available as security for any new national loan. As the present moment I will confine myself to the problem of to-day, and I will invite the House of Commons to renew the income-tax duty upon its present scale with the modifications which I have explained. I have already indicated certain other alterations in the taxes and duties which I propose to ask the House to assent to.

For the moment I simply ask the Committee to pass a resolution to renew the income tax at its old scale, simply giving this warning to the House that if the war is prolonged it will be the duty, in my judgment, of the House of Commons to consider what further contributions in any other form the community can make to enable us to carry on the war, success in which is vital to the very existence of this Empire. (Cheers).

WAR BREVITIES.

Some of the German mines in the North Sea were recently washed ashore on the coast of Holland. They proved to be dummies, constructed of wood and canvas, thus suggesting that the Germans are short of explosives and that they are using bogies to frighten Dutch shipping.

The President of the Board of Trade announced on the 13th April that up to the end of last March 33,000 women had been registered for special service in the United Kingdom in order to release more men for enlistment. The number includes 6,000 for armament works. The Government has agreed to pay women the piece work rates paid to men, but it has made no rule with regard to time rates.

Since the beginning of the war German raiding cruisers sank 67 vessels carrying cargoes valued at £6,691,000. The damage caused by the various raiders was as follows: *Emden* £2,211,000. *Karlsruhe* £1,621,000. *Prinz Eitel Friedrich* £885,000. During the same period the total value of the cargo carried by ships to and from the United Kingdom amounted to £736,000,000.

Count Julius Andrassy, Austro-Hungarian Envoy, has admitted to an Hungarian newspaper interviewer at Budapesth that the recent conference which he attended in Berlin related to peace conditions. He regretted that the Germans were hated everywhere, and especially the Prussian people of North Germany. They were not refined, and they were even brutes. They would never obtain a world dominion. They had too many frontiers and their colonies only cost them money.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—The undermentioned, having joined the Corps, are allotted Corps numbers and posted as follows:—

No. 1856 Private J. C. Castilho to Right Section M. G. Co.

No. 1859 Private J. S. McKenzie to Right Section M. G. Co.

BELCHER'S SECTION.

2.—The attention of members of Belcher's Section is specially directed to the printed special instructions posted in the Drill Hall relating to war material in coast defences.

PARADES.

3.—Parades for Thursday, 10th inst., *nil*. The parades usually held on Thursday will take place on Friday this week.

DETAIL.

4.—On duty at Headquarters.

From 7.15 a.m. 10th inst. to 7.15 a.m. 11th inst.—Centre Section M. G. Co.

From 7.15 a.m. 11th to 7.15 a.m. 12th inst.—No. 2 Section Art. Batty.

At Gun Club Hill, Kowloon:—

On duty until 12th inst.—H.K.V.R.

Orderly Officer: Lieut. Danby.

Orderly Sergeant: Sergt. Sorby.

Next for duty at Kowloon (Detention Camp):—

June 12th Civil Service Co.: Capt. Churchill.

June 13th Scouts Co.: Capt. Stewart.

June 14th Scouts Co.: Lieut. Weall.

June 15th Scouts Co.: Lieut. Murphy.

June 16th Centre Section M. G. Co.: Capt. Wood.

June 17th No. 2 Section Art. Batty.: Lieut. Danby.

June 18th No. 1 Sec. Art. Batty. and Left Section M. G. Co.: Capt. Armstrong.

Note.—Until further orders, the guard at Headquarters will be changed at 7.15 a.m. and 7.15 p.m., instead of at 7 a.m. and 7 p.m.

C. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

PARADES.

Sections 1 and 2 of "A" Co. and 3 and 4 of "B" Co. and the whole of "C" Co. will parade outside the Law Courts at 5.15 p.m. on Friday, June 11th. Dress, Drill Order.

Recruits will parade under S.M. Bond on the Cricket Ground at 5.15 p.m. on Monday, June 14th, Wednesday, June 16th, and Thursday, June 17th. Dress, Drill Order.

"D" Co. will parade on the Parade Ground at Volunteer's Headquarters at 5.15 p.m., Wednesday, June 16th, under S.M. Cooke, for aiming and position drill and musketry exercises.

DETENTION CAMP GUARD.

The H.K.V.R. will relieve the H.K.V.C. on the Detention Camp Guard on Saturday, June 12th.

GUN CLUB HILL AND VOLUNTEER HEADQUARTERS GUARD.

The H.K.V.R. will relieve the H.K.V.C. on Saturday, June 12th, at Gun Club Hill and Volunteer Headquarters.

Gun Club Hill Guard will consist of 3 N.C.O. and 24 men of Sections 2, 3 and 4 of "C" Co., under Lieut. Blason, and will mount nightly throughout the week at Gun Club Hill from and including Saturday, June 12th, to Friday, June 17th, at 10 p.m.

Dress, full marching order, with 150 rounds of ammunition. Topee to be worn.

The Volunteer Headquarters Guard will consist of 1 N.C.O. and 3 men, who will form the guard from 7 a.m. to 7 p.m. and one N.C.O. and 6 men from 7 p.m. to 7 a.m.

The guard will be arranged by the Section Commanders from the Sections detailed below:—Saturday, June 12th, Section 1 of "A" Coy.; Sunday, June 13th, Section 2 of "A" Coy.; Monday, June 14th, Section 3 of "A" Co.; Tuesday, June 15th, Section 4 of "A" Coy.; Wednesday, June 16th, Section 1 of "C" Coy.; Thursday, June 17th, Section 1 of "B" Coy.; Friday, June 18th, Section 2 of "B".

LEAVE.

Applications for leave of absence for more than one month must be sent by O.Cs Companies to the Adjutant at least 14 days before the intended date of departure, stating rank, Company and Section, length of leave desired and destination. Applications for shorter leave may be granted as heretofore.

ORDERLY OFFICER.

Orderly Office for the week: Lieut. Bonnar.

ORDERLY SERGEANT.

Orderly Sergeant for the week: Sergt. Hurley.

NOTE.—Commencing to-day, the 9th inst., the guard for the Detention Camp will parade at the Ferry Wharf at 6.10 p.m. and cross to Kowloon by the 6.25 p.m. ferry. The Detention Camp Guard and the Gun Club Hill Guard will travel from Kowloon to Hongkong by the first available ferry each morning. The Star Ferry Co. have kindly consented to convey these guards free, but only on condition that they travel all together, under command of an Officer.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

PARADES (CENTRAL POLICE STATION, 5.30 P.M.).

Thursday, June 10th.—A. S. Ps. Parade of all N.C. Officers with Martinis.

Friday, June 11th.—No. 1 British Platoon with Service Rifles; also Chinese Recruits Platoon under Sergeant-Major.

STORES.

Platoon Commanders will send at their earliest convenience to Store-Sergeant Tape, China Mutual Life Insurance Co., Alexandra Bldgs., the following lists:—

(a) Names of men with armlets and numbers.

(b) Names of men requiring armlets.

(c) Names of men with truncheons.

F. C. JENKIN,
A. S. P. (Reserve).

BOMBAY STREET SCENES.

LOW LIFE DOCTORS.

Adhæsit pavimento: "My soul cleaveth to the dust." The cry of the Psalmist might be the motto of many men and women in Bombay who spend most of their lives sitting, or lying, on the pavement by the roadside. It is a curious and, in all probability, an acquired taste, likely to prove repellent to those who write to the Press complaining of the dust nuisance, but one that is readily explained. To the denizen of the pavement, a few square feet of stones, contriving many purposes, serve as bed and table, as shop, as place for culinary operations, and as club. He pays no rent and fears no foe—so long as he keeps to a "pitch" recognised by the police and does not encroach too far upon the thoroughfare where his presence would be an obstruction. Some may entertain the notion that the habitual occupants of the pavement are beneath their notice, but there could be no more mistaken notion. Many of these lowly people are, one suspects, included in the census returns under the heading of "professions and liberal arts." It is a comprehensive classification embracing, among others, perhaps the reader of this column; and midwives and lawyers; circumcisers and pilgrim-conductors; astrologers and medical practitioners of all kinds. The group is not only large and comprehensive but growing. Much of the growth, says the Bombay Census report, is "due to the transfer to this group of many who in 1901 were classed as beggars and vagrants. Where begging is an honourable profession, often conducted under the guise of religion, it is difficult to know where to draw the line." It is a thin partition, said Juvenal, that divides us all from death—four fingers breadth, or seven if the plank be very wide. So too is it a narrow line that divides the professions, even those of journalism or of medicine, from beggary.

FEMALE PRACTITIONERS.

Preachers of feminism seem to have neglected the examples of women in the professions that are to be found in India. In Europe the female doctor is still comparatively rare, but in India she is often to be seen. A fine selection of them sits on the pavement in Bombay within a few minutes' walk of Victoria Terminus. They are as a rule so deeply occupied in professional matters, or in engaging passersby in conversation, that they cannot spare much time for the toilette. It is, therefore, a tribute to their skill that they owe nothing of their success to feminine charms and allurements, in which indeed they appear to be sadly deficient. Nor does their stock in trade—spread before them in confused heaps—appear particularly attractive to those whose conception of medicine in general is invariably affected by visions of the gaily coloured flagons in a chemist's window. But drugs in the raw state are seldom picturesque. The little heaps of bark and jungle-wood—chiefly used as palliatives in the universal and distressing complaint of teething—do not look their best on a dirty rag by the wayside. But they are the commoner articles which these women keep in their dispensaries: for their more subtle experiments upon the human body they rely upon animal constituents rather than upon any vegetable or mineral.

THE PHARMACOPOEIA OF THE PAVEMENT.

The basis of many of the prescriptions favoured by these women is some part of the owl, though that bird is used more for external than for internal use. Its claws are made into charms against the evil eye, and its bones, chopped into little cylindrical sections, into necklets and bracelets endowed with mysterious prophylactic powers against the unknown evil. The tiger also is an animal in great demand. As every shikari knows, the claws, whiskers, and other parts are in constant demand; and the seeker after health and happiness will not hesitate to despoil even a stuffed tiger, as has occurred before now in the museum in the Victoria Gardens. But dried tiger's flesh—a kind of half-baked, rubicund pemmican—is less attractive and possibly more uncommon. Its use is in cases of fever. For headache avoid coal-tar drugs and nasty tabloids that tickle up the heart. Pass the dried head of a snake across the forehead, and if you haven't got one it can be bought from one of these dealers in pills and spells. As for ear-ache there is but one remedy—gentle friction of the ear with the claw of a peacock dipped in oil; presumably it retains, even in mummified form, something of the ear-affecting qualities of the peacock's voice.

This brief catalogue shows how conservative are these wayside witches. They claim that their lore is inherited, that they owe nothing to books or to modern teaching, and that none but the initiated can pretend to a knowledge of the mysteries of their horrid trade. But, true though that may be in part, there is no caste secret about the pharmacopoeia of the pavement; its display may be peculiar, but the root principle of it was at one time almost universal. Search a sufficient number of their outfits and there is little doubt that there will be found nearly all the ingredients of the noisome brew compounded by the witches in Macbeth. The list given above includes at any rate something approaching to the "fillet of a fenny snake," the "tiger's chaudron" and the "howlet's wing" of Shakespeare's witches. One misses the "liver of blaspheming Jew," but then the spread of education, the alliance with Russia, and other causes have made Judenhetze unpopular; moreover, Jew's liver would be not easily procurable.

"HARLEY STREET."

A little farther up the road from the lady doctors, are two male practitioners of the healing art. They are to the ladies just described what Harley Street is to the six-penny practitioner of the East End. Not only are their fees higher, but their stock in trade includes powders and liquids in bottles—and the bottle is in such cases a sure sign of respectability; it is equivalent to the brougham or motor car, to the frock coat and silk hat of the West End. They are not unlike in appearance these eminent old gentlemen, and occasionally, though rivals, they act together in consultation.

A single doctor like a sculler plies:
The patient lingers, and then slowly dies.
But two physicians, like a pair of oars,
Waft you more swiftly to the Stygian shores.

One trembles to think of the rapidity with which they might waft their patient from this life. Their medicines look as if they were endowed with great potency, but their assurance that, if they do you no good, they will at least do no harm, shows that the art of making bread pills is known to lesser men than fashionable West End physicians. Were they to guarantee a cure from every draught of their medicine, they might wax fat like the character in Shaw's "Doctor's Dilemma." They are specialists, it seems, in the treatment of diseases that must not be mentioned in polite society, and a little phial of greenish liquid which they possess is alleged to be capable of imparting prodigious virility to the most elderly sinner. But a general practice—in which fees sometimes go as high as one rupee—is what they rely upon. To wear a necklace made of the dried vertebræ of a serpent is, they say, a capital thing for various internal ills. One of those useful articles might be had cheap; it looks as if it had been in stock for some time. Again for complaints of the eye, they recommend massage of the eyeball with certain smooth pebbles which should be dipped in oil. Pumice stone for cataract is indeed a heroic measure.—*Bombay Gazette.*

THE ARMAMENT OF WARSHIPS.

INCREASE OF HEAVY GUNS.

The gradual increase in the calibre of the main armament of battleships and other methods by which the offensive value of the warship has been modified are discussed in an interesting article in the *Journal of Commerce*.

Our oldest, in fact the majority, of our battleships (the writer says), carry a primary armament of four 12-in. guns placed in two twin-gun barbettes, one forward and one aft. These vessels are also fitted with a secondary armament of from ten to twelve 6-in. quick-firing guns, and an anti-torpedo armament of 12-pounder, 6-pounder and 3-pounder guns. In these ships the secondary armament was intended to take its full share in a fleet action.

The six-inch gun of the British Navy is an extremely useful weapon. The shell weighs 100lb., and this represents approximately the maximum weight which can be man-handled. Any bigger gun would require hydraulic or some other mechanical shell transporter and loader, and this greatly decreases the rate of fire. For that reason, and because of the devastating effect of a hail of shell from ten or more 6-in. guns, a large number of experts were of the opinion that this weapon should be retained in the ship's armament.

Other authorities, however, held the view that the primary armament was likely to prove so dominant at ranges at which the secondary armament would be comparatively ineffective, that the latter was not likely to come into play until the issue had been decided by the dominant fire of the primary armament. Curiously enough both sides appealed confidently to the result of the Tsushima battle to uphold their pet theory.

In the King Edward VII. type an intermediate course was adopted. These vessels are like their predecessors armed with our 12-in. guns, but they also carry four 9.2-in. guns in single barbettes, two on each beam, while their secondary armament consists of ten 6-in. guns. The anti-torpedo weapons were still 12-pounders, 6 pounders, and small quick-firers. In the next class, which included the *Lord Nelson* and *Agamemnon*, the main armament was further strengthened by increasing the number of 9.2-in. guns to ten. The 6-in. gun was dispensed with, and the anti-torpedo armament was composed of no less than twenty-four 12-pounders.

After the Lord Nelson class were designed and previous to their completion a momentous change took place. The mixed calibre primary armament was generally considered a mixed blessing. The value of any armament depends on the accuracy of fire, this is itself dependent on the fire control system, and gunnery experts are agreed that the direct fire of a homogeneous armament is much easier to control than that of a mixed armament.

THE DREADNOUGHT AND SUPER-DREADNOUGHT.

From the Lord Nelson design, with its four 12-in., and ten 9.2-in. guns the British Admiralty jumped at once to the *Dreadnought*, carrying ten 12-in. guns, no secondary armament, and 24 12-pounders. The success of the new design, once the secret became known, was demonstrated by the alacrity with which the idea was copied by the leading naval Powers.

From the *Dreadnought* down to the *Queen Elizabeth* the changes in armament have been twofold. The primary armament has been increased in power by employing guns of larger calibre, and the anti-torpedo armament has greatly altered. At about the same time as the *Dreadnought* was completed an immense development took place in the range and accuracy of the locomotive torpedo. While the torpedo craft had to come within 2,000 yards of her prey before discharging her weapon, the 12-pounder gun could be relied upon to stop her in time. But when the range of the torpedo was doubled, trebled and eventually increased to something like 10,000 yards a more powerful weapon was considered necessary to ensure the effective stopping of the torpedo craft. Hence all subsequent Dreadnoughts, until the Iron Duke type, carried an anti-torpedo armament of 16 or more 4-in. weapons. In the *Iron Duke* and her successors the 6in. gun has again returned, this time by common consent. It was omitted from the ships' armament because it could not be effectively employed in conjunction with the primary armament at battle ranges, and it has returned because under altered circumstances it is now necessary to defeat the aims of the torpedo craft. We thus see that so far as the guns carried by a warship are concerned the number of primary guns has been increased from four to ten, while the 12-pounder gun has disappeared. In place of the latter weapon our latest ships carry guns of approximately the same size for anti-aircraft purposes, so that the net result is an increase in the number of big guns.

After a long interval news is again coming through from those portions of Western Poland which are in the enemy's hands. At Lodz the town guard has been disbanded and replaced by a German police force. In some districts it has been impossible to sow the crops owing to the entire absence of seed. In others, German officials have appeared and placed both seed and implements at the disposal of the farmers, after exacting from them an understanding to sell their harvest to the Government.

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G. R.

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Hongkong, 16th February, 1915. [292

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INTIMATIONS

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THE PUBLIC IS HEREBY NOTIFIED that on and from TUESDAY, June 15th, SEVERAL IMPORTANT ALTERATIONS and additions will be made in the Train Service. Three Express Trains will take the place of those now running, timing as under:—

UP EXPRESS TRAINS.

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4.00 P.M.	7.33 P.M.

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CANTON dep.	KOWLOON arr.
7.00 A.M.	10.30 A.M.
12 NOON.	3.32 P.M.
4.20 P.M.	7.52 P.M.

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For further particulars see Time Tables, which may be had on application at all Stations and at the Head Offices, Kowloon and Canton.

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H. P. WINSLOW,
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British Section,
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By Order,
THE ADMINISTRATION,
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Kowloon, 8th June, 1915. [645

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Hongkong, 16th March, 1915.

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By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 49 Pages, and includes a Sketch Plan of historical interest shewing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REGNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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The Daily Press.

HONGKONG, JUNE 10TH, 1915.

THE "DISCOVERY" IN HONGKONG.

THE telegram published yesterday reporting that a question had been asked in the House of Commons "regarding the discovery in Hongkong of plans, supported by the German Government, for the complete subversion of British trade in the Far East" has naturally created a good deal of interest in the Colony. Although Mr. BONAR LAW, the new Secretary of State for the Colonies, said in a brief reply that "reports to this effect had been current in Hongkong," it must be said that the information, if it exists, is by no means public property. In view of Mr. BONAR LAW's statement that he has been in communication with the GOVERNOR on the subject, and that he "had better say no more at present," it is not unreasonable to infer that there is something more in the story than is generally known in the Colony. There has long been something more than a suspicion throughout the Far East that the extraordinary methods by which German merchants have built up their trade in China could only be explained by financial backing by the German Government. In an illuminating review of these methods which we published some five weeks ago the author described the German plan of campaign in these terms:—

In order to lay the foundations securely for, first, a great trading interest in China, and, secondly, political ascendancy, Germany established two great trading groups, and the D.A. Bank; these constituted her first line of attack. Behind this line, there was gradually formed, first, consular and trade bureaux and intelligence departments, the travelling commercial attaché department, and the financial and commercial department of the Legation, these all being in China. Behind these again were the Press Bureau, the Foreign Office, and the wondrously-constituted Eastern Merchants' Guild, these last being in Germany.

The trading groups were, when first founded, composed of banks and manufacturers, whose object was to break the British preponderance of trade, by giving credits to Chinese buyers, underselling, by using the State bank and governmental backing to force sales, and generally to get business in any way possible, looking to the German Government and the Merchants' Guild in Berlin to take up any losses incurred.

Whether the author of that article, who is not now in the Far East, possessed conclusive proof of the statement that the German trading groups looked to the German Government and the Merchants' Guild in Berlin to take up any losses incurred, we do not know. It must have been extremely difficult for any British investigator to obtain such clear and convincing evidence on that point as would establish the case in a Court of Law, though cases might be adduced in which the inferences were irresistible. In Hongkong the forced liquidation of the German firms by British merchants has afforded the liquidators good "inside knowledge" of German business methods, but if any discovery of plans has been made for the complete subversion of British trade in the Far East, we can certainly say that the information has been kept as a close secret, and the reports which the SECRETARY OF STATE says have been in circulation in the Colony must have had a very restricted circulation indeed, for the "discovery" is not generally known among British merchants. We may, indeed, say that it is not more than a month ago that we were assured on very good authority that the liquidations in Hongkong had not resulted in any such disclosures. Much water has passed under the bridges since then, however, and we have heard at least of one rumour giving countenance to the story ventilated in the House of Commons; but if we conclude that the story cannot at present be dismissed as entirely mythical, we would do so not on the strength of this rumour but rather because of the evasive terms in which the SECRETARY OF STATE replied to the question put to him in the House of Commons. His reply was, in effect, an invitation to put the question again at a later date. "I have been in communication with the Governor," he said, "and had better say no more at present." The inference we draw from this is that the subject matter of the question is under investigation by the Colonial Government, and until that investigation is concluded no definite reply can be given.

A mail for Europe *viâ* Siberia closes to-day at 3 p.m.

The tender from the Netherlands Company has been accepted for the construction of the Chefoo Breakwater.

The Peak car yesterday morning ran over a large snake at 9.25, just below the Barker Road station. The reptile measured 6 ft. 2 in. length, and its greatest measurement was 6 inches.

Mr. F. D. Evans, Executive Engineer of the Anti-Malarial Commission, Kuala Lumpur, has been awarded the Crampton Prize by the Institution of Civil Engineers. His paper will be published in the "Proceedings."

Major A. E. C. Perkins, of the 40th Pathans, has died of wounds received in action. The names of two sub-lieutenants—R. J. Thornton and Adams—are to be added to the previously and published list of officers wounded.

After a long interval the appearance of a case of plague in Tokio is again reported. A waste-paper dealer was taken ill on May 21st, and as the man showed suspicious symptoms a police doctor visited him. A blood test showed the existence of plague germs and the case was diagnosed accordingly. The patient died.

Mr. N. E. Kent being unable to play to-day in the tennis match between the Brothers Hancock and Messrs. H. A. Nisbet and N. E. Kent, Mr. C. J. Hewitt will take his place. After the match Miss Kelly will present the cup to Mr. S. E. Green for the Championship of the Colony, and the other prizes.

The *Times* of 20th April contains the following announcement:—"We learn that Mr. M. M. Gubbay, I.C.S., late Collector of Customs in Bombay, has been selected for the important post of Wheat Commissioner in India." Mr. M. M. Gubbay was born at 23, The Bund, Shanghai, says the *Mercury*, and is a brother of Mr. D. M. Gubbay, both of whom are the sons of the late Mr. M. S. Gubbay, who was for many years resident partner of Messrs. David Sassoon, Sons & Co., Shanghai.

We regret to learn that it has been established that Mr. E. A. M. Williams, who has been unwell for a week or more, has contracted typhoid fever.

The two Chinese, man and woman, who stand charged with the manufacture of counterfeit Hongkong and Chinese ten and twenty-cent pieces, and with possession of moulds and other materials for the manufacture of counterfeit money, were yesterday committed for trial at the next Criminal Sessions. The defendants declared that the apparatus seized belonged to a man named Chan Yue, who rented the back cubicle.

Amongst the passengers who passed through Hongkong on the N.Y.K. steamer *Kamo Maru* for Shanghai was Mrs. A. Everts, the wife of M. R. Everts, Belgian Minister in Peking. Mrs. Everts, who is Italian by birth, and belongs to one of the most aristocratic families of that country, had left Naples when war was already practically decided upon. "No other nation," she said to a correspondent, "feels more sympathy for the cause of poor martyred Belgium than generous Italy."

Two very sudden deaths occurring on the same day cast a gloom over the whole community of Chefoo recently. M. de Kerberg, the Russian Vice-Consul, acting also in Belgian interests, was taken with an attack of heart failure and did not rally. Even more distressing was the sudden death from drowning, on the same evening, of Mr. Frederick J. Curtis, so well known to all along the China Coast. He was British Postmaster and head of the firm of Curtis Bros. Auctioneers. Mrs. Curtis left home in a small skiff with motor attachment on a Saturday afternoon to spend the week-end with his brother, who resides at the Standard Oil Depot on the Bluff. At 4.30 on Sunday morning he was found by a Chinese lying on the foreshore beside the upturned boat almost exactly opposite his home, which adjoins the beach. Exactly how the sad accident happened will, in all probability, never be known, but it seems fairly certain that when half-way across, at which distance he was seen from the shore, his motor must have refused to act, judging from signs on it, owing to overheating.

The Hongkong Boy Scouts are shortly losing one of their most enthusiastic leaders in the person of Mrs. Rayner, whose indefatigable efforts have done much to further the progress of the movement in the Colony. Yesterday the Boy Scouts Association held an "At Home" at St. Joseph's College, in order formally to bid farewell to Mrs. Rayner, and to present her with a silver card-case (from the St. Joseph's Troop), and a bouquet in silver holder (from the Kowloon Troop). Scoutmaster Edwards and Assistant Scoutmaster Carvalho made the presentations, and voiced the feeling of deep regret felt by all the Scouts at losing her valuable services. After this little ceremony, the Scouts, of whom over 100 (representing all the Troops in the Colony) were present, marched to the parade ground in front of the College and went through various exercises, under the direction of Scoutmaster Roylance. Lady May was present, and among others were the Commissioner of Scouts (Commodore R. H. Anstruther), the Chief Scoutmaster (Lieut. Kennedy), Lieut.-Colonel Rayner, Hon. Mr. E. Shellim, and Mr. W. Dickson. At the conclusion of the exercises, Mrs. Rayner resigned charge of her troop and handed it over to Miss Skinner.

THE INCENDIARISM ON THE LINER "TOURAINE."

THE ACCUSED'S SHANGHAI HISTORY.

The man accused of setting fire some weeks ago to the French liner *Le Touraine* in mid-Atlantic is not unknown to many old residents of Shanghai. He at first gave his name as Swoboda and said he was an American. When pressed by the magistrate before whom he was brought in France he admitted that he was a German and that his real name is Schwind. It was subsequently ascertained that he had been convicted of fraud in China and sent to Germany to serve his sentence.

Old residents of Shanghai will remember that Schwind and another man named Littmar were prosecuted before the German Consular Court at Shanghai in 1904 for swindling the Russo-Asiatic Bank in which they were employed. Schwind while detained in the town gaol awaiting trial escaped, and a reward of $5,000 was offered by the Bank for his recapture. He was subsequently arrested as he was boarding one of the river steamers at Chinkiang, and his trial at Shanghai resulted in a sentence of three years' imprisonment and deprivation of civil rights. He was sent to Germany to serve the term of imprisonment.

THE WAR.

SECRETARY BRYAN RESIGNS.

DIFFERENCES OVER NOTE TO GERMANY.

ANOTHER STRUGGLE FOR CALAIS IMMINENT.

ENORMOUS GERMAN REINFORCEMENTS IN BELGIUM.

FIERCE FIGHTING ON FRENCH AND RUSSIAN FRONTS.

DEVOTED GALLANTRY OF TROOPS IN GALLIPOLI.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN TROOPS FOR YSER.

ANOTHER STUPENDOUS EFFORT AGAINST THE BRITISH.

AMSTERDAM, June 9th.

The Belgo-Dutch frontier has been closed in connection with enormous movements of German troops to the Yser.

Barbed and electric wires have been run along the whole frontier and the inhabitants have been ordered to place buckets of water before their houses and remain indoors.

IMPORTANT FRENCH SUCCESSES.

PARIS, June 8th.

Important French successes are recorded in to-day's *communiqué*. There has been a violent infantry battle on the Lorette plateau. The Germans replied to the French night-attacks with three fierce counter-attacks.

The French maintained every position, and also progressed at Souchez, and took, after the most violent fighting, another group of houses at The Labyrinth.

Four times the Germans were repulsed at Hebuterne in trying to recapture lost ground.

The French made an important extension of their gains.

PARIS, June 9th, 1.25 a.m.

The evening *communiqué* says:—

There have been severe artillery duels in the regions of the Aisne and Notre Dame de Lorette. We captured more houses in Neuville and repulsed a violent attack in The Labyrinth.

Two German battalions, brought up hastily by automobiles, led a violent attack south of Hebuterne, but they were repulsed, whereupon we continued to advance eastward along a front of 1,200 metres.

SIR JOHN FRENCH'S LATEST REPORT.

LONDON, June 8th.

Field-Marshal Sir John French reports that the situation on the British front is unchanged and the artillery is less active.

We have successfully exploded mines under the German trenches on the front at Ploegsteert, destroying thirty yards of the parapet.

We felled two German aeroplanes, one by gunfire, the other as the result of aerial engagements with a British aviator.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

THE EXPLODED ZEPPELIN.

V.C. FOR GALLANT AIRMAN.

LONDON, June 9th.

The Admiralty announces that H.M. the King has telegraphed to Flight Sub-Lieutenant Warneford his hearty congratulations at his splendid achievement, and he has much pleasure bestowing upon him the Victoria Cross for his gallant act.

Reuter's Correspondent at the British Headquarters states that Flight Sub-Lieutenant Warneford attacked the Zeppelin alone and was unassisted. When the explosion upset the aeroplane the petrol escaped, compelling Warneford to land in order to refill his tanks from a reserve supply, which he successfully accomplished.

[A British Foreign Office cable states that Flight Sub-Lieutenant Warneford accomplished his great task in a Mirane monoplane.]

[THROUGH REUTER'S AGENCY.]

ITALIAN AIRSHIP DESTROYED.

LONDON, June 9th.

An official announcement made at Vienna says that a seaplane shot and destroyed the Italian airship *Ferrara*, which was returning from Fiume early in the morning. The crew of seven were captured.

IMPERTURBABLE AIRMEN.

AMSTERDAM, June 8th.

Two aeroplanes were observed on Sunday evening hovering over Flanders. Guns thundered on all sides, but the airmen were unperturbed, and remained in the air, apparently awaiting the appearance of Zeppelins. One of the aviators sighted a Zeppelin about 2.30 in the morning, and felled it. Besides 25 of the crew killed at least 20 were seriously burned and wounded.

GOVERNMENT AND AIR RAID DAMAGE.

LONDON, June 8th.

At question-time in the House of Commons, Mr. Asquith announced that compensation would be granted to those whose property suffered from air raids.

The Government are considering the insurance of property and war risks.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TREMENDOUS BATTLE IN GALICIA.

RAGING WITH UNABATED FURY.

PETROGRAD, June 9th.

A *communiqué* says:—

The Germans are developing a big battle along the Shavli front. The enemy re-arranged his forces, and is persistently attacking in the direction of the village of Doubie.

The *communiqué* says that consequently the Russians left the village and concentrated in a position before Shavli.

The Russian offensive along the lower Doubissa is proceeding satisfactorily.

The Germans in the Rawka region attempted again to attack by gas.

The battle in Galicia is raging with unabated fury. After stubborn fighting near Wisznia, the Russians counter-attacked and have already captured 2,000 prisoners.

An Austro-German attack on the Dniester and the Russian fortifications from Ugarsberg to Zhidatcesen was abortive, the Russians capturing hundreds of prisoners and quick-firers.

The enemy's forces at Zurawno and on the left bank of the Dniester have been increased, and their line extends to the railway.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

DEVOTED GALLANTRY.

SIR IAN HAMILTON'S ORDER TO THE TROOPS.

LONDON, June 9th.

General Sir Ian Hamilton, in command of the British troops in Gallipoli, in an Order to his troops on the 8th May, said he had never seen more devoted gallantry than in the past three days, even during the Russo-Japanese War. Sir Ian cabled to Lord Kitchener paying a tribute to the men's bravery, and asking for reinforcements. Meanwhile the remainder of the East Lancashire Division is disembarking to enable them to improve their hardly won positions.

[THROUGH REUTER'S AGENCY.]

GERMAN FEARS FOR THE DARDANELLES.

ADVISING THE SULTAN TO LEAVE.

ATHENS, June 9th.

The Germans, fearing a forcing of the Dardanelles, advised the Sultan to go to Koniah on the pretext of a pilgimage. The Sultan declined, and suggested that the Heir Presumptive should go to Koniah. Germans and their families are reported to be again leaving *en masse*.

The Turkish peace party are making the most strenuous efforts to bring His Highness Tewfik Pasha, G.C.V.O., ex-Ambassador in London, to power, and the departure of the German families is shaking the faith of even the Turks, who were convinced by the Germans that the Dardanelles were impregnable.

TYPHOID RAGING IN ASIA MINOR.

ATHENS, June 9th.

Travellers from Constantinople affirm that typhoid is raging in the army and population of Asia Minor. Seventy-five doctors have succumbed. There is a great shortage of coal and bread.

NOT BEER.

GERMAN RUSE DISCOVERED.

ATHENS, June 9th.

Barrels, which were supposed to contain beer, were examined at Bukharest and were found to contain asphyxiating gas and liquid which the Germans were endeavouring to smuggle to Turkey. It was confiscated upon being discovered.

GENERAL.

[THROUGH REUTER'S AGENCY.]

RESIGNATION OF MR. BRYAN.

OPPOSED TO A VIOLATION OF PEACE PRINCIPLES.

WASHINGTON, June 9th.

Mr. W. J. Bryan, Secretary of State, has resigned.

LATER.

President Wilson has accepted Mr. Bryan's resignation, which is due to difference over the Note to Germany.

It is understood that Mr. Bryan throughout has opposed anything in the nature of an ultimatum to Germany, as violating the peace principles for which the present Government under his influence stands. He is leaving the Cabinet because he does not desire to embarrass the President.

Mr. Lansing, Counsellor of the State Department, automatically becomes Secretary of State to-day and signs the Note, which will be sent as approved by the Cabinet.

The Note was drafted with unusual care and there is reason to believe that, if an agreement is not reached, further cordial relations between America and Germany will be postponed indefinitely.

Mr. Bryan, in a letter to President Wilson, says:—"Obedient to your sense of duty, and actuated by the highest motives, you have prepared for transmission to Germany a Note in which I cannot join without violating my duty. The issue involved is so momentous that my remaining in the Cabinet would be as unfair to you as to the cause nearest my heart, namely, the prevention of war."

President Wilson replied, deploring Mr. Bryan's resignation, which he accepts with a feeling of personal sorrow only because Mr. Bryan insists on the resignation. President Wilson dwells on his delightful association with Mr. Bryan during the past two years, in which their judgments had agreed until now, and says, "Even now we are not separated in object, but only in method."

"SAFETY OF AMERICANS MUST BE ASSURED."

WASHINGTON, June 9th.

President Wilson has announced that the Note to Germany will be completed and probably forwarded to-day.

LATER.

Prior to the announcement of Mr. Bryan's resignation, President Wilson had authorised the statement that the general character of the Note had not been modified since the first draft.

The Note says that Germany's promise to pay compensation for the torpedoing of the *Gulf Light* does not affect the main principle for which the United States is contending, namely that Americans aboard unarmed merchantmen of whatever nationality must be transferred to a place of safety before a prize is destroyed.

[THROUGH REUTER'S AGENCY.]

THE MUNITIONS MACHINE.

MR. LLOYD GEORGE'S GREAT TASK.

LONDON, June 8th.

The House of Commons has passed the third reading of a Bill for the establishment for a Ministry of Munitions.

Mr. Asquith said that Mr. Lloyd George would be responsible to the House and to the country for the necessary supplies to the troops. He was sure the House of Commons wished him well in his great task. (Loud cheers.)

A NEW HIGH EXPLOSIVE.

LONDON, June 8th.

In the House of Commons to-day, Mr. H. W. Forster announced the arrangements for the production of the high explosive tri-nitro-toluol, and the securing of an ample supply for ourselves and also enough to assist the Allies.

GERMANS AND GAS.

ANOTHER DIVINE DISPENSATION.

LONDON, June 9th.

The authorities investigating a German Staff order which was picked up on the Bzura battlefield found that it refers to gassing as follows:—"By God's dispensation we have received a new and potent weapon, gas, with which we have vanquished our enemies."

AIRCRAFT WORTH.

LONDON, June 9th.

Major General Sir Francis Lloyd, G.O.C. of the London district, speaking in the City, said that people sometimes wondered what our aircraft were doing during Zeppelin raids. His reports showed that they were out in pursuit, and were successful in warding off the danger from London.

"MEDJIDIEH" RE-FLOATED BY THE RUSSIANS.

ODESSA, June 8th.

The Russians have re-floated and docked the Turkish cruiser *Medjidieh*.

MANCHESTER LABOUR TROUBLE.

LONDON, June 8th.

At a meeting of the cardroom workers at Manchester it was decided to persist in the demand for war bonuses.

This has re-aggravated the dispute in the cotton trade.

TIRPITZ'S "BARREN" PROPERTY.

ROME, June 9th.

Admiral von Tirpitz is the owner of barren property on the coast of Sardinia, which is suspected of being used as a base for submarines.

INTERNATIONAL FOOTBALLER KILLED.

LONDON, June 9th.

Among the list of killed in the casualty lists is the name of "Din" Dain, the international Rugby player. He was serving in the Gordon Highlanders.

CASUALTIES.

LONDON, June 9th.

Yesterday's casualties were: In Flanders 3,321, including 711 dead, besides over 240 naval casualties in the Dardanelles.

THE KING OF GREECE.

AN IMPROVEMENT.

ATHENS, June 9th.

Yesterday evening's bulletin stated that there was a perceptible improvement in the King's condition. His temperature was at 100.8 Fahrenheit. The vomiting has ceased.

The King has improved, and it is hoped that His Majesty will soon be out of danger.

AMERICAN NAVAL APPOINTMENTS.

WASHINGTON, June 9th.

Rear-Admiral Mayo, commander of the Atlantic Fleet, has been appointed Vice-Admiral, he being the first of three Vice-Admirals to be appointed.

TRANSPORTED BELGIAN WORKS.

The first Belgian industry to be transported to England has been moved from Charleroi and Brussels to Burton-on-Trent. M. Francis Peeters, with a number of Belgian people, has arrived at Burton and has leased buildings and land for constructional engineering works. The works will make roof ridges such as will be required in the rebuilding of Belgium. M. Peeters has received the British Government's permission to import his machinery into this country and it is understood that ways and means of doing this have been found.

BRITISH CHAMBER OF COMMERCE FOR CANTON.

At a meeting of representatives of British firms held at His Majesty's Consulate-General at Canton on the 28th ult., it was unanimously resolved to form a British Chamber of Commerce at Canton.

The following gentlemen were elected as a committee to draw up a set of rules for the Chamber:—Messrs. H. Staples Smith (Deacon & Co., Ltd.), O. V. Lanning (Jardine, Matheson & Co., Ltd.), D. Forbes (Hongkong and Shanghai Banking Corporation), H. S. Kavarana (S. F. Kavarana), W. H. Bell (Asiatic Petroleum Co., South China, Ltd.), and A. V. Hogg (Reiss & Co.).

Over thirty firms have joined the Chamber as original members, and it is confidently expected that the organisation will prove to be of material advantage to British traders at Canton.

PRINCE OF WALES' FUND.

APPRECIATION OF HONGKONG'S CONTRIBUTIONS.

The following copy of a letter from the Treasurer to His Royal Highness the Prince of Wales has been forwarded to us by the Colonial Secretary for publication:—

Buckingham Palace,
20th April, 1915.

The Chairman,
Prince of Wales' National Relief Fund,
Hongkong.

DEAR SIR,—I am desired by the Prince of Wales to thank you for the donation of £7,000 which you have forwarded from Hongkong to the National Relief Fund. His Royal Highness is most grateful for this continued and magnificent support, and asks you to be so good as to make known to all the subscribers how warmly he appreciates their generosity.—I am, Yours faithfully,

WALTER PEACOCK,
Treasurer to His Royal Highness.

THE MISSING $20,000.

A FLOUR DEALER IN THE BANKRUPTCY COURT.

At the Bankruptcy Court yesterday, Yu Sin Ting, a flour dealer, came before the Deputy Registrar (Mr. C. D. Melbourne) for his public examination.

The debtor said he had no property in China nor any share in any firm or business in China. He had been in Hongkong thirty years. He had been a flour dealer for sixteen years. He commenced the Yu Hing Sing firm. He had a $5,000 share. Chan Yan Po, the other manager ran away from Hongkong. Chan Yan Po spent a lot of money which he overdrew from the firm. The amount he had overdrawn was over $20,000. Chan Yan Po had charge of the cash and witness was in charge of the sales. Witness did not overdraw. It was not true that he had overdrawn over $2,000. He paid back any money he had so that he could not have overdrawn any. He borrowed $2,000 in April 1913 from Yu Tak San and he paid $1,500 of the debt on the 24th day of the third moon. The note was on the 14th day of the fourth moon—May 8th. The note was made after witness borrowed the money. He borrowed another $1,000 on the 21st day of the fifth moon—June 14th. This he also paid into the Company. He paid $3,000 into the Company and it was all paid before Chan ran away. The safe was opened and nothing was found there. According to the books there should have been $20,000 in the safe. The directors pressed him to surrender the money and he then made out certain accounts and submitted them to the directors. At the time there was not much left in the safe. Debtor said he did not ask the permission of his fellow directors when he advanced himself money from the funds of the company.

The Official Receiver:—You said Chan Yan Po was in charge of all the money—how did you advance this loan to yourself if Chan Yan Po was in charge of the money, without him knowing something about it?—He was in charge of the cash and I certainly asked him before I got the money.

And he agreed to let you have the money, did he?—I asked him for a loan and it was up to him whether he asked the other directors or not.

The Official Receiver:—You knew Chan Yan Po had been advancing himself loans from the company so he should not raise any objection to you doing the same; is that it?

Debtor said he asked Chan for the loan. He attributed his bankruptcy to going guarantor for the company to a Chinese bank for the sum of $3,000.

The examination was closed.

A "youth" recently applied for enlistment in the South Lancashire Regiment at Heswall, stating that "he" was nineteen and worked on a farm. The applicant was very nervous when taken before the doctor, who speedily discovered that the prospective recruit was a young lady.

OPIUM SMUGGLING.

POLICE BEAT REVENUE OFFICERS.

The traffic in opium still continues, notwithstanding the remarkable vigilance of the police and revenue authorities, and the many convictions recently recorded seem not one whit to deter men from engaging in this, if successful, highly profitable business.

Early yesterday morning Detective-Sergeant Clarke, with Chinese detectives, paid a visit to the *Beneleuch*, which was lying alongside Holt's Wharf, and after a careful search of the ship discovered no less than 800 lbs. of raw opium concealed in the bilges underneath the engines. Revenue officers had previously conducted an extensive search, but had failed to find the drug, and when they were returning to renew their search when they learnt that the police had found the opium! Nobody claimed the opium, and application for confiscation will be made in the usual way.

Four boatmen appeared before Mr. Wood at the Magistracy yesterday, charged with being in unlawful possession of 470 lbs. of raw opium. The opium was seized by Detective-Sergeant Pincott and Chinese detectives of the Water Police on a large cargo boat in Mongkok, near the old police basin. The first man was found guilty and sentenced to twelve months' hard labour, and the case against the other three men was adjourned for his worship to inspect the junk. These three men alleged that they were merely sailors, and knew nothing of the opium.

Three other cases were brought by the Water Police, the defendants being seized as they were boarding a Swatow steamer. One man, who had four charges preferred against him, was fined $2,700 altogether; a second man was fined $3,000 and $500 on two charges; while the third was fined $5,000 and $500.

ARE CHINESE PATRIOTIC?

400,000 PEOPLE AT A SALVATION FUND MEETING.

The Peking *Daily News* of the 24th ult. says:

Actually more than 400,000 persons attended the second mass meeting held yesterday in the Central Park for the benefit of the National Salvation Fund, hundreds of patriotic speeches were delivered, and tens of thousands of dollars were contributed by poor people. Placards were posted on the walls, trees, and everywhere in the sacred enclosure calling the attention of the crowd to the obnoxious threat of national disintegration, ill-treatment under foreign rule, and the necessity of making a supreme effort to avert the impending danger. As most of these placards were illustrated, they attracted much attention, and were studied by all the people who were able to read.

Several bands from the various yamens were in attendance, thereby enlivening the occasion. Not a few foreigners were seen. Most of the newspaper offices gave their employees a holiday so that they were enabled to be present at the mass meeting. All actors also attended. Numerous circulars were distributed in the Park to inform the people of the success that the National Salvation Fund had attained. It is announced that, on the 29th instant, the whole body of actors in Peking will play for the benefit of the Fund. The State Council has informed the organ in charge of the patriotic fund that all its members had decided to contribute one month's salary to the National Salvation Fund. It is figured out that from that source alone the total contribution will amount to $30,000. Some officials who receive four hundred dollars have contributed $1,000, and the National Oil Administration has reported to the Salvation Fund organ that it has decided to contribute $7,000.

A man by the name of Chu Mintsai cut his fingers in front of the crowd in the course of his patriotic speech, wrote a few words to appeal to the people to save the country, and then said in a loud voice: "To-day our country is still in existence. It is fortunate that I have a knife to cut my finger. Once our country disappears, I am afraid that I cannot secure a knife even to cut myself." Reading his words and hearing him talk like this, many persons wept. Miss Chen Pei-chen, well known in Peking, said that men are responsible for the existence or the destruction of a nation, but women must share part of this responsibility. After finishing her speech, crying, she said: "Death is preferable to slavery."

CHINA'S CREDIT.

In its issue of April 26th, the *Financier and Bullionist* expresses some optimistic views in regard to financial prospects in China. Our contemporary says:—The receipts of the salt gabelle, as we have already pointed out, have exceeded expectations, and the loans secured on that revenue, as well as those which have the special security of the Customs, are adequately covered. A new loan is required by the Central Government, and but for the war would undoubtedly have been obtained ere this. But the enforced abstention from external borrowing is no bad thing for the country, and when peace is restored in Europe the necessary loan will no doubt be raised without difficulty. China seems to have the form of Government which is most suited to the peculiar requirements of the country, and the peaceful development of the Republic's vast resources will undoubtedly enhance its prestige as a world-Power.

ON SALE.

THE DIRECTORY AND CHRONICLE 1915.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

ANNUAL ISSUE.
FIFTY-THIRD YEAR.

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Taku.	Kowkiang.	Samshui.
Antung.	Hankow.	Kongmoon.
Manchurian Trade C'tres.	Yochow.	Nanning.
	Shansi.	Wuchowfu.
Newchwang.	Ichang.	Kwangchauwan.
Dairen.	Chungking.	Pakhoi.
Port Arthur.	Hangchow.	Hoihow.
Chefoo.	Ningpo.	Lungchow.
Weihaiwei.	Wênchow.	Mêngtze.
Tsinanfu.	Santu.	Hokow.
Mukden.	Foochow.	Szemao.
Shanghai.	Amoy.	Tongyueh.
Swatow.		

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Keelung.
Yokohama.	Moji.	Tainanfu.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate	Anping.
Shimonoseki.	Tamsui.	

EASTERN SIBERIA.

Vladivostock. Nicolojevsk.

CHOSEN.

Seoul.	Wonsan.	Mokpo.
Chemulpo.	Fusan.	Chinnampo.
Kunsan.	Pingyang.	Songchin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

FRENCH INDO-CHINA.

Hanoi.	Annam.	Tourane.
Haiphong.	Hué.	Saigon.
Tonkin Provinces.	Quinhon.	Cambodge.

PHILIPPINES.

Manila. Iloilo. Cebu.

BORNEO.

Sarawak. Labuan.
Brunei. British North Borneo.

BANGKOK.

MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.

Singapore, Penang, Malacca, Prov. Wellesley.

STRAITS SETTLEMENTS.

NETHERLANDS INDIA.

Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.

East Coast of Sumatra.

NAVAL SQUADRONS.

British.	Japanese.	United States.
French.	Siamese.	Italian.

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LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

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WEATHER REPORT.

On the 9th at 11.10 a.m.—Pressure has given way throughout the area, more especially over S. Japan; it remains highest in the Pacific to the East of the Bonins and is relatively low over the central portion of the China Sea. A depression probably exists over the Yellow Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	S. winds, moderate; fair to cloudy, some showers.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

9TH JUNE, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	7 a.	29.97	45	86	ESE	2	of
Nemuro	6 a.	29.89	—	—	S	1	—
Hakodate	"	29.91	—	—	—	0	—
Tokio	"	29.89	—	—	—	0	—
Kochi	"	29.76	—	—	SW	1	—
Nagasaki	"	29.72	—	—	—	0	—
Kagoshima	"	29.74	—	—	W	3	—
Ostima	"	29.85	—	—	SSW	1	—
Naha	"	29.87	—	—	S	1	—
Ishijima	"	29.84	—	—	S	4	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.78	66	98	—	0	of
Gutzlaff	"	29.75	66	—	SE	1	cmd
Sharp Peak	7 a.	29.76	80	99	SSW	3	o
Amoy	6 a.	29.69	80	87	SSW	1	o
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.	29.74	73	89	E	2	b
Taichu	"	29.78	72	—	—	0	b
Tainan	"	29.76	77	—	ESE	2	b
Koshun	"	29.76	79	—	—	0	b
Pescadores	"	29.74	79	—	SSW	2	b
Canton	6 a.	29.72	78	95	SE	1	o
Hongkong	"	29.74	80	86	S	2	o
Gap Rock	"	29.74	—	—	S	4	o
Macao	"	29.72	77	90	SSW	2	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.73	73	96	SSW	5	rf
Tourane	"	29.69	79	—	WSW	4	b
Cape St. James	"	—	—	—	—	—	—
Aparri	"	29.74	79	87	S	2	b
Dagupan	"	29.71	77	85	SE	2	o
Manila	"	29.74	76	94	—	0	o
Legaspi	"	29.74	81	87	NNE	1	b
Tacloban	"	29.74	77	94	WNW	2	o
Iloilo	"	29.72	79	84	N	2	o
Surigao	"	29.73	77	90	N	1	o
Labuan	"	—	—	—	—	—	—

C. W. JEFFRIES, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling-rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, 4 tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 9th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.83	29.79	29.77
Temperature	87	80	86
Humidity	65	86	68
Wind Direction	SW	South	WSW
" Force	2	2	3
Weather	c	o	c
Rain	—	0.10	—

Highest open air Temperature on 8th ... 87
Lowest open air Temperature on 8th ... 81

HONGKONG TIDE TABLE.

From 10th to 16th June.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Thurs.	10	m 7 9	6 4	m 0 46	2 8
		9 0 a	4 1	2 25 a	1 3
Fri.	11	m 7 34	6 7	m 1 17	3 0
		9 50 a	3 9	3 4 a	1 0
Satur.	12	m 8 0	7 0	m 1 47	3 1
		10 38 a	3 8	3 45 a	0 7
Sun.	13	m 8 28	7 2	m 2 15	3 2
		11 25 a	3 7	4 23 a	0 5
Mon.	14	m 8 59	7 3	m 2 39	3 3
				5 3 a	0 4
Tues.	15	m 0 10	3 6	m 2 59	3 3
		m 9 32	7 3	5 44 a	0 5
Wed.	16	m 0 51	3 6	m 3 10	3 3
		m 10 8	7 2	6 20 a	0 6

WITH THE FRENCH.

AN AMERICAN'S IMPRESSION.

As special correspondent of the *New York World* Mr. Alexander Powell, the author of the following article, had some thrilling experiences in Belgium, which he incorporated in one of the best war books, published under the title of "Fighting in Flanders." One of the best-known representatives of the younger school of American journalism, Mr. Powell has been given exceptional facilities by the French Government to witness the work of the French Army in the field and to glean at first hand his own impressions of the magnificent fighting spirit animating all ranks of our Ally's forces.

HEADQUARTERS, 6TH FRENCH ARMY.

Before coming to France I was told that the French were very stingy with their war. I was told that the only fighting I would be permitted to see would be on kinematograph screens. But I found that I had been misinformed. They have been as generous with their war as a Kentucky colonel is with mint juleps.

Within forty-eight hours after my arrival at the Gare du Nord I had been presented to the President of France on the field of battle; I had seen a French division reviewed within sound of the German guns: I had been taken into a bombarded city, and a French priest had shown me the ruined beauties of his cathedral while German shells were bursting in adjacent streets; and a battery of the famous "hundred and fives" was turned loose on the German trenches for my special benefit.

I do not wish to give the impression, however, that these facilities for flirting with sudden death are handed out promiscuously to all who apply for them. To obtain me this opportunity to see the French fighting machine in operation required the united influence of a Cabinet Minister, a British Peer, two Ambassadors, and a score of newspapers. I wonder if you who will read this over your coffee cups to-morrow morning realise that though the German trenches can be reached by motor-car in ninety minutes from the Rue de la Paix, it is as impossible for an unauthorised person to get within sound, much less within sight, of them as it would be for a tourist to stroll into Buckingham Palace and have a chat with King George.

MAGIC YELLOW CARD.

But when the Ministry of War has finally issued you the little yellow card which, so far as this war is concerned, is the equivalent of Aladdin's lamp and the magic carpet put together, and you have become for the time being a guest of the nation, your path is everywhere made smooth before you. I was ciceroned by a Staff captain in a beautiful sky-blue uniform, and other officers in equally smart uniforms were waiting to explain things in the various divisions through which we passed. We travelled by motor-car, with a pilot car ahead and a baggage car behind, and we went so fast that it took two people to tell about it: one to shout, "Here they come!" and another "There they go!" So complete were the arrangements for our comfort that in the little inn of the Golden Apple at Villers-Cotterets, where we stopped for lunch, we found the table decorated with flowers as though for a banquet and a menu which began with lobster and ended with liqueurs. As we ate, the window panes rattled to the detonation of German cannon.

Leaving Paris, white and beautiful in the spring sunshine, behind us, we tore down the historic highway which still bears the name of the Route de Flandre. The houses of the city thinned and disappeared, and we came to open fields, across which writhed like monstrous yellow serpents the ziezag lines of trenches. The whole countryside from the Aisne straight-away to the walls of Paris is one vast network of trenches and barbed-wire entanglements, and even in the improbable event of the enemy breaking through the present line he would be no better off than before. Since this war began I have become something of a connoisseur when it comes to trenches, and if there are any more ingeniously designed ones than these the French have built I should like to see them. The fields between the trenches were being ploughed by women driving sleek white oxen, but the furrows were scarcely ever straight, for every few yards they would turn aside to avoid a turf-covered mound surmounted by a rude cross and a scarlet képi.

ONE VAST CEMETERY.

For half a hundred miles this portion of France is one vast cemetery. We whirled through villages whose main streets are lined with the broken, blackened shells of what had once been buildings. At once I felt at home, for with this sort of thing I had grown only too familiar in Belgium. But there the Germans were either careless or in a hurry, for they had left many houses standing. In Belgium they made a more finished job of it. Nothing better illustrates the implicit confidence which the French people have in their Army and its ultimate success than the fact that in all of these towns through which we passed the people are hard at work rebuilding their shattered homes, though the strokes of their hammers are echoed by the boom of German guns. They would not do this, you may be sure, if they apprehended that there was a chance, even a slight chance, of the Germans coming back again. To me there is something approaching the sublime in these impoverished peasants turning with stout hearts and smiling faces to the rebuilding of their homes and the retilling of their fields. To these patient, toilworn men and women I lift my hat in respect and admiration. They, no less than their sons and husbands and brothers in the trenches, are fighting the battles of France.

As we drew nearer to the firing line the traditional scarlet trousers and kepis still worn by the second-line men gave way to the new service uniform of bluish grey. There were soldiers everywhere. Every town and hamlet through which we passed was alive with them. The highways were choked with troops of all arms—dragoons with their steel helmets linen-covered, Zouaves in baggy red breeches, Spahis in turbans and Senegalese in tarbooshes, Chasseurs d'Afrique in sky blue and scarlet, infantry of the line in all the shades of blue that can be produced by dyes or by the weather, mile-long strings of motor transports, field batteries, ambulances with staring red crosses painted on their canvas covers, pontoon trains, balloon corps—all the nuts and bolts and springs and screws which compose what has become, after nine months of testing, probably the most efficient fighting machine the world has ever seen. From what I have seen of the French Army I am convinced that it has become a more potent weapon than was the German Army last September. Moreover, the human element is not lacking. Instead of being mere cogs the French soldiers are encouraged to exert their ingenuity and to use their brains. And it is the men with brains who are going to win this war.

When only a short distance in the rear of the firing line, at a place which for obvious reasons shall be nameless, we left the cars and proceeded on foot down a winding country road which debouched quite suddenly into a great saucer-shaped valley. Its gentle slopes were checkered with brown squares of fresh ploughed fields and green ones of sprouting grain. From beyond a near-by ridge came the sullen mutter of artillery, and every now and then there appeared against the turquoise sky what looked like a patch of cotton-wool but was in reality bursting shrapnel. The far end of the valley was filled with what appeared at first glance to be a low-hanging cloud of grey-blue mist, but which as we drew nearer resolved itself into dense masses of troops drawn up in review formation—infantry at the left, cavalry at the right, and guns in the centre. I had heard much of the invisible qualities of the new field uniform of the French Army, but I had heretofore believed it inferior to the German greenish grey. But I have changed my mind. At three hundred yards twelve thousand men could scarcely be distinguished from the landscape. The only colourful note was struck by the dragoons, who still retain their scarlet breeches and blue tunics and horse-tailed helmets, though the steel of the helmets is now covered with grey linen.

PRESIDENT WHO LOOKS THE PART.

At three o'clock a rolling cloud of dust suddenly appeared on the road from Compiègne, and out of it tore a long line of military cars, travelling at express train speed, all save one in war coats of elephant grey. The exception was a low slung racer, painted a canary yellow. Tearing at top speed up the valley it came to a sudden stop before the centre of the mile-long line of soldiery. A mile of fighting men stiffened to attention, a mile of rifle barrels formed a hedge of burnished steel; the drums gave the long roll and the thirteen ruffles, the colours swept the ground, the bands burst into the splendid strains of the "Marseillaise," and a little man, grey-moustached, grey-bearded, inclined to stoutness, but with the unmistakable carriage of a soldier, walked briskly down the motionless lines. I was having the unique privilege of seeing a President of France reviewing a French Army almost within sight of the invader. It was under almost parallel circumstances that, upwards of half a century ago, another President of another mighty Republic reviewed another Army which was also fighting the battles of civilisation.

President Poincaré is by no means an easy man to describe. He is the only French President within my memory who looks the part of a ruler. In his person are centred, as it were, the aspirations of France, for he is a native of Lorraine. He was a captain of Alpine Chasseurs in his younger days, and shows the result of his military training in his erect and vigorous bearing. In France they will tell you that the President is but the figurehead of the Ship of State, and that politically he does not count, but this President looks to me more like the helmsman, and, unless I am greatly mistaken, he counts very much indeed. Were you to see him apart from official surroundings you might well take him, with his air of energy and authority, for a great employer or a captain of industry. Deduct twenty years from Andrew Carnegie and give him a military bearing and you will have as good an idea as I can give you of the appearance of the war-time President of France.

"A CITIZEN ARMY."

He wore a most curious dark blue uniform which was neither naval nor military, the flat-topped yachting cap and jacket buttoned to the neck suggesting the one and the riding breeches and polished leggings the other. At his right walked M. Millerand, the Minister of War, and at his left General ——, commanding the ——th Army, while behind trailed a brilliant Staff in uniforms of blue and green and grey and khaki and scarlet. After passing down the lines the President took his stand in front of the grouped standards, and a dozen officers and men who were to be decorated for gallantry in action ranged themselves before him. Stepping forward he pinned to the breast of each man the coveted bit of ribbon and enamel and kissed him on either cheek, while the troops presented arms and the massed bands played the anthem. On general principles I should think that the President would rebel at having to kiss so many men, even though they are heroes and have been freshly shaved for the occasion.

As the picturesque ceremony was completed an aide-de-camp came running toward the group of Staff officers with whom I was standing. "The President desires to meet Mr. Powell," he said. A moment later I found myself grasping a firm hand and looking into a pair of kindly but wonderfully penetrating grey eyes. It was the first time since the beginning of the war, I believe, that President Poincaré has received a representative of the Press.

"These men who are about to pass before us, Monsieur Powell," he said, "are not of our first line. They are all Territorials; that is, men above thirty-eight years of age. But they are fresh from the trenches, they have seen much fighting, they are all veterans. You will find no finer soldiers anywhere. But you shall see and judge them for yourself. And remember, please, that these are not professional soldiers, but members of the veritable citizen Army."

THE WALL OF STEEL.

Topping a rise, they swept down upon us in line of column—a moving cloud of bluish grey under shifting, shimmering slanting lines of steel. Company after company, regiment after regiment, brigade after brigade swept past, businesslike as a trip-hammer, resistless as a steam roller, moving with mechanical precision to the exultant strains of the march of the "Sambre et Meuse." These were the famous *poilus*, the bearded ones. Their uniforms were not immaculate. They were faded by wind and rain and sometimes stained with blood. On their boots was the mud of the battlefields along the Aisne. Fresh from the trenches though they were, they were as pink-cheeked as athletes and they marched with the buoyancy of men in high spirits and in perfect health. Here before me was a section of that wall of steel which is slowly but, oh, so surely pushing back the spiked helmets towards the Rhine.

Hard on the heels of the infantry came the guns—the famous "seventy-fives"—half a dozen batteries of them at a spanking trot, well horsed and well quipped. A little space to let the foot and guns get out of the way and then we heard the wild, shrill clangour of the cavalry trumpets pealing the charge. Over the rise they came, helmeted giants on gigantic horses. The earth shook beneath their gallop. The scarlet breeches of the riders gleamed fiery in the sunlight; the horsehair plumes of the helmets floated out behind; the sword blades hold on high formed a forest of glistening steel. As they went thundering past us they rose in their stirrups, and high above the clank of steel and the trample of hoofs rose the deep-mouthed roar which has come from the throats of French cavalry all down the ages: "*Vive la France! Vive la France!*"

CALM AT THE FRONT.

THE COMMON SENSE OF THE AMMUNITION QUESTION.

[BY COL. F. N. MAUDE, C.B., IN THE "STANDARD."]

The absence of all attempts on the part of the Germans to retaliate for the checks suffered by them at Neuve Chapelle and St. Eloi, taken in conjunction with the cessation of their efforts in the Woevre district, affords a very sure indication of the straits to which they are at this moment reduced for want of men on the western front, and confirms the many rumours afloat as to the transference of large bodies of troops to the Carpathians.

If for the moment both French and British remain relatively quiescent in their several sectors, it is not necessary to conjure up bogeys, such as want of ammunition, etc., to account for the pause in their operations.

As I have often pointed out, there are more ways of killing a cat than one, and viewing the situation in France as a whole, there are so many openings for the next move in the game (the precise relative value of which can only be judged by the men on the spot), that we may be quite certain that the present suspension of activity has a definite motive behind it, and has not been imposed on us by external considerations of any sort.

It must be remembered that the type of men who are now (at the several headquarters, east and west) directing the military operations is one entirely unlike those who manufacture political opinions to serve their own personal ends in peace: they are not in the habit of losing their heads if things should not go as satisfactorily as they might desire.

These Staff men of the Allied Armies knew, long before war was declared, that dangers lurked in the nations behind them rather than in the enemy at their front.

BETTER THAN EXPECTED.

For years past they all had expected things in their own country to be very much worse than, as a matter of fact, they have been, for we all expected to have to fight Germany single-handed, and were morally prepared for catastrophes in the field that might have driven us back to the last ditch and involved us in civil dissensions of the order of the Commune at least.

The French Staff were quite ready to see the tide of invasion roll over them as far as the Loire in the west, and down to Lyons in the east, before the ebb began to make; the Russians would not have flinched for the loss of Warsaw, not even if the spirit of revolution had appeared again behind them as it did during the Manchurian campaign.

As for ourselves, the most hopeful never expected Sea Power to get in its work under the year, which is not yet completed. But all of us believed in victory at long last, because we knew the pyschology of our enemies and the inherent weakness of the Pan-Germanic theories.

At best we hoped to fight in alliance with one Power; but none dreamed that in fact we should be fighting with no fewer than five nations for the common aim and end; and accustomed as we had all been to facing the greater imagined evils, the present ones are hardly to be felt in comparison; still, we cannot, being human, help chafing at such delaying causes as undoubtedly exist.

But we did not expect miracles, and it would, under the circumstances, have been no less than a miracle had nothing in the shape of labour troubles or other crises arisen to retard the joint progress of the Allies.

THE STRENGTH OF FRANCE.

However, nothing that the most stable of pessimists has dared to suggest is, or could be, sufficient in itself to keep back the slow and relentless advance of our common cause. France alone, as her official *resumé* has fully established, possesses ample power, as represented by men, guns, and munitions, to turn the Germans out of her territory when the moment for their departure arrives.

Russia, clearly, is playing with the resistance opposed to her, and even if our own Army expended its last round tomorrow, the pressure of our Sea Power would remain: imperturbable, relentless, decisive, it is worth all that has ever been claimed for it.

It is certainly not to our credit that shortage of ammunition should have occurred, but in other directions we have done so much more than one dared to expect that our Allies will make due allowance for our internal difficulties.

We shall overcome them in good time, and the immense Army we shall then possess in the field will form a useful intact reserve when the final struggle must be fought out to the bitted end.

In the meantime the weather is fighting on our side. In Lower Alsace quite unprecedented rains have caused the rising of the rivers, and almost all the huge entrenchments thrown up by the Germans south of Colmar have been flooded out, the plains for miles round being 3ft. at least under water.

MINOR "AFFAIRS" IN NORTH SEA.

EXCELLENCE OF BRITISH PATROL SERVICE.

Writing of the series of small naval affairs in the neighbourhood of the Galloper and North Hinder lightships on May 1st, the Naval Correspondent of the *Morning Post* says:—

The result of the actions of Saturday may serve to dispel the German illusion that Germany commands the North Sea. Two German torpedo-boats have been sunk, after the British destroyer Recruit had been torpedoed by a German submarine, and the British trawler Colombia had been sunk by the German torpedo-boats. It is to be noted that these vessels attacked without hoisting their colours, so that they may not at first have been recognised by the people on the Colombia.

The Recruit is the first British destroyer to be sunk during the war. She is an old boat, dating from 1896, of 29 knots nominal speed, and carrying one 12-pounder and five 6-pounder guns. The vicinity of the North Hinder Light-ship is a favourite haunt of German submarines. The Harpalyce, Belgian relief ship, was torpedoed in that locality on April 15th. The Recruit may have been looking for German submarines. The loss of life in the Recruit is deplorable; but all will be devoutly thankful that so many were saved. The Colombia trawler was most unfortunately lost with all hands except one.

The two incidents following one upon the other exemplify the excellence of the patrol service. Although the German submarine escaped for the moment, a flotilla of the new "L" class of British destroyers came up in time to sink the German torpedo-boats, which retreated before superior force. The "L" class of destroyers have previously distinguished themselves in action. The Germans are known to have lost at least ten or eleven torpedo-boats—there is no distinction in the German Navy between destroyers and torpedo-boats—and on Saturday they lost two more. The incidents of Saturday are characteristic of the work which is being performed by day and night by the British patrol service, and exemplifies the risks it incurs.

STORY OF THE FIGHT.

The *East Anglian Daily Times*, Ipswich, says:—A small portion of the German fleet has paid the penalty of leaving the shelter of harbour on Saturday. They have come out never to return. This portion was composed of two torpedo-boats. Unfortunately, although the honours of the fight unquestionably rest with the British, we have to deplore the loss of a destroyer. The Recruit, an old destroyer of 385 tons register, appears to have been on patrol duty between the Gunfleet and the Galloper lightship. There she was suddenly challenged by an enemy submarine. The latter crossed her bows, and was evidently manœuvring for position from which to attack the destroyer. No doubt was felt on board the British boat as to the result. The appearance of an enemy submarine was nothing new to them. The destroyer swung around smartly and attempted to ram the pirate.

DESTROYER TORPEDOED.

But the gallant British destroyer was doomed. A torpedo from the enemy vessel came crashing into her amidship, and she began to settle. She made signals for assistance, and the trawler *Daisy* came hurrying to the scene. The *Daisy* launched a boat, and saved thirty-five of the crew, which is said to number sixty-five. The *Daisy* soon discovered that she herself was in the midst of the enemy, for a submarine showed up, and a torpedo was fired at her. Happily it missed its mark. Fearing further attack, and being desirous of summoning immediate assistance, the *Daisy* made off, leaving her rescue boat.

The Germans, realizing their failure to torpedo the *Daisy*, turned attention on those who had been engaged on the humane work of rescuing the survivors of the sunken destroyer. They started a chase on the frail craft, and fired a shot, which wounded four of her occupants.

Assistance had meanwhile been summoned, and a division of the famous "L" class of destroyers came upon the scene. Two of the destroyers appear to have cruised the vicinity with the object of intercepting enemy underwater craft, but the other two, the *Laforey* and the *Lark*, took up the chase of the two German destroyers. The latter had, of course, bolted—to see the smoke of British vessels is usually the signal to bolt, which again proved the case. The enemy had steamed away, and their one object was to reach home, and thus outwit the British vessels. The *Daisy's* appeal had come in time, and the destroyers demonstrated their decided superiority over the German boats as regards speed and gunnery. It was a running fight, but the enemy made a very poor show. Indeed, they could hardly be said to have put up a fight at all, so keen were they to reach the shelters of their own harbours.

BRITISH GUNNERY.

It is interesting at this point to give the story of one who witnessed the chase from another vessel. He said: "The sight was one I shall never forget. The British destroyers steamed as I have never seen them steam before. They were gradually overhauling the enemy, when bang! bang! bang! went their guns in the direction of the fleeing Germans. One shot I saw crashed into a German boat, and she almost stopped. I should think she must have been struck in the engine-room. She made no further effort, and was quickly finished off. I could not see any more of the fight."

The action, which started at about 3.30, was over within an hour and a half's time, and both German destroyers were at the bottom of the sea. After the fight the British sailors acted in the same humane way that has always characterized them in a naval fight. Boats were lowered to the rescue, and forty-one enemy survivors were picked up, consisting of two officers and thirty-eight of the ship's company and one man wounded. These were given every consideration and comfort on board the British ships, and they were landed at Shotley at two o'clock on Sunday morning.

THE LOST "LUSITANIA."

DRAMATIC NARRATIVES OF SURVIVORS.

NOTABLE PASSENGER LIST.

Exchanges from Ceylon brings further details of the sinking of the *Lusitania*. Following is a selection from late cables:—

LONDON, May 9.

The first and second officers and sixty-seven of the crew of the *Lusitania*, including four stewardesses, have been saved. The *Lusitania* was struck on the starboard side. Five boats reached Queenstown late on Friday night, and pitiable scenes were witnessed of barefooted men and women, thinly clad and soaked with seawater. A Greek lady, an expert swimmer, swam for a long time before she was rescued. The missing include Mr. Elbert Hubbard, author, and wife, also the whole of the theatrical company which had recently been touring the United States with the play "A Pair of Silk Stockings."

The passengers included Mr. D. A. Thomas, the owner of large coal mines in Wales, Lady Mackworth, wife of Colonel Sir Arthur Mackworth, Rev. Mr. Mackworth, Rev. Basil Maturin, Mr. F. Lassetter and Mrs. H. B. Lassetter, of Sydney (who are among the saved), Mr. Stackhouse, explorer, Mr. and Mrs. J. C. Macky, of Auckland, New Zealand, Mr. Charles Klein, playwright, author of "The Lion and the Mouse," Mr. Charles Frohman, manager of the Empire, Criterion, and Garrick Theatres, New York, Sir Hugh Lane, hon. director, Municipal Art Gallery, Dublin. Sir Hugh had just offered Mr. John Sargent, the famous American portrait painter, £10,000 for the benefit of the Belgian Red Cross Fund, to paint his portrait. Sargent had accepted the commission at this record price. Mr. Justus Miles Forman, American novelist, author of "The Garden of Lies," Mr. Alfred Gwynne Vanderbilt, New York millionaire and railway magnate, Mr. Charles Bowring, Mr. Elbert Hubbard, American editor and president of the Roycrofters' Press Association, New York. The names of the following passengers, who left Sydney for Vancouver by the steamer *Aviemore* on March 19, appear in the passenger list of the *Lusitania*:—Mr. and Mrs. C. A. Learoyd, Mr. W. Bailey, Mr., Mrs., Miss and Master Neville, Mr. T. Sutherst, Mr. C. H. Turton and Mrs. Wickham. The survivors include Mrs. Learoyd and her maid.

THE SUBMARINES SEEN.

Some of the rescued passengers, on being interviewed, stated that the voyage was pleasant and uneventful. Nobody believed that Germany would dare to outrage civilisation by the destruction of a liner full of non-combatants, many of whom were citizens of nations with which Germany was at peace. After passing Fastnet the *Lusitania* slowed down and her boats were swung out as a precautionary measure. A sharp lookout was kept and full speed was ordered when off Kinsale. The first torpedo entered the stoke-hold, causing a terrific explosion, followed by another. The second torpedo sent great columns of water and huge quantities of wood splinters on the deck. The boats containing 30 passengers were tilted into the sea, owing to the rope sticking. Altogether ten boats were successfully launched.

Mr. F. Gauntlett, of Washington, on being interviewed, said that he left a boat which was being lowered and swam to a piece of wreckage. This proved to be a collapsible boat, which he succeeded in ripping open with a knife. Another passenger entered the boat and both were enabled to rescue 30 people struggling in the water. They noticed a cluster of women and children under the protection of the men on the *Lusitania's* port side, and as the vessel plunged, the little army slid down to the starboard side, dashing against each other until the liner was engulfed.

One of the 44 American survivors, Dr. Moore, relates that at one o'clock he saw the submarine's conning tower on the port side, appearing and disappearing. The *Lusitania* meanwhile was zig-zagging at a speed of 18 knots. Presently the submarine disappeared and the *Lusitania* ceased to zig-zag. "We were sitting at lunch," Dr. Moore continued, "and at about two o'clock we heard a muffled, drum-like noise from forward. The ship trembled and began to list to starboard. Unless the first submarine was able to run rings around the *Lusitania* there must have been a second one hidden to starboard. I heard no second explosion. The general excitement in the second saloon soon quieted. By the time we reached the deck, the list of the ship made walking difficult.

"Most of the passengers went on the promenade deck within a few minutes, with the only rail 12ft above the water. A stewardess struggled to this deck under a load of life-belts as the ship was settling down bow first. With some other passengers, I entered a boat which got clear. The boat leaked, and we bailed it out with our hats. The boat sank; but the many rafts afloat saved a large number."

All accounts show that there was no panic among the passengers and that the crew displayed magnificent courage and discipline. Some passengers firmly believed that the vessel would not sink, especially as after the first heeling over she did not list further. One passenger states that eight boats were hanging over the side when the liner sank.

John Davis, a member of the crew, stated to an interviewer: "We had a splendid voyage to the Irish coast and were going at half-speed until near Fastnet, owing to a fog. We then increased our speed to 16 knots, and 'full speed' was rung for at 2.5 p.m. The vessel zigzagged and a torpedo almost immediately struck the bunker with the result that all the divisions were rent and coal was scattered in all directions. The ship finally stood on end and dived like a duck, with her boilers exploding, and her funnels blowing up."

THE SIGNALMAN'S STORY.

The *Lusitania* was torpedoed in perfect weather. There was a hot sun and a gentle southerly breeze. According to the best information available at present she was torpedoed about 2 o'clock. The signalmen on Kinsale Head observed that the liner was in difficulties about 2.12 p.m. Apparently her first wireless for help was picked up at Queenstown three minutes later. The Kinsale signal station reported at 2.33 that the vessel had disappeared, and that boats were on the scene immediately after. All the *Lusitania's* boats were capable of carrying from 50 to 60 persons each, and it was known that the liner carried more than sufficient boats to accommodate her passengers and crew.

Many passengers were stupified by the fumes from the torpedo. Before the *Lusitania* made her final plunge her stern rose high in the air for several minutes. Stoker Tonner, who escaped from the wreck of the *Titanic*, has stated that a torpedo went through the engine-room of the *Lusitania*, and that a few moments later the liner was torpedoed from the port side, suggesting that two submarines were lying in wait for the vessel.

COPENHAGEN, May 9.

Newspapers in Berlin are printing in colossal type details of the loss of the *Lusitania*. They express the opinion that the use of the torpedo is a new triumph for German naval policy. The general opinion in Germany is that England got what she deserved.

AMSTERDAM, May 9.

The *Cologne Gazette*, while deprecating the drowning of non-combatants, says that England will no doubt make a terrible outcry over the so called barbarous methods of warfare, but will say nothing about the great quantity of war material for the Allies on board the *Lusitania*. "Moreover," the journal concludes, "there were two 12 centimetre guns mounted on the vessel."

LONDON, May 9.

Mr. Vanderbilt, before sailing in the *Lusitania*, received a letter warning him not to go, but he disregarded it. The commander of the *Lusitania*, Captain W. T. Turner, on leaving New York, laughed at German submarine threats, declaring, "We are too fast for them."

SYDNEY, May 9.

Among the passengers saved were Mrs. H. B. Lassetter, wife of Colonel Lassetter, of Sydney, and her son, Lieut. Frederick M. Lassetter, who left Sydney on March 27, for England *via* America. Lieut. Lassetter on the outbreak of war left Oxford University and joined the London Scottish Troops as a private. He was wounded in France and was invalided home. Accompanied by his mother he paid a visit to Australia to recuperate and was subsequently gazetted lieutenant. He was travelling by the *Lusitania* on his way back to the seat of war. His father, Colonel H. B. Lassetter, is at present in command of a brigade at Nottingham.

AMERICA'S WAR PROFITS.

HUGE INCREASE OF TRADE WITH THE ALLIES.

The United States Department of Commerce has just published statistics showing the amount of trade conducted with other countries for the seven months ending January 31st, which comprises the first six months of the war. The figures show very plainly the profits which the United States are drawing from the war.

The amount of wheat and corn exported, for example, amounted to 177,542,858 bushels, valued at close on £48,000,000, against a corresponding exportation in 1913-14 of 75,310,172 bushels, valued at £19,700,000 odd.

The number of horses sold rose from 100,093 to 114,369, and the average price obtained per animal rose from £32 to £40.

American exports to France during January last were valued at £6,867,120, being three times the value for January, 1914. The sales to Great Britain for the same month show an increase of close on £8,000,000, and those to Russia £800,000.

No trade whatever was done with Austria-Hungary, and the exports to Germany in January are valued at slightly more than £1,269,000 as against £6,800,000 odd for January, 1914. American imports from Germany for the same month are valued at £2,590,000 as against £3,251,000 for the corresponding month of 1914.

THE PROHIBITION OF COTTON EXPORTS.

It was recently explained on behalf of the Government that, since the adoption of a "blockade" against all German imports, no other method of preventing cotton from reaching Germany was needed. It has therefore not been declared contraband of war. Nevertheless, the further step has since been taken of prohibiting the export to all European foreign ports except those of France, Russia, Spain, and Portugal. This gives the impression that the "blockade" has been found to leave loopholes for the entry of cotton into enemy territory. It is certainly rather disquieting, says a London contemporary, to find that during March Holland took 45,939 contals (100 lbs.) of raw cotton from us as against 1,038 in the same month last year, and Sweden 15,407 as against 959. In this connection we have received a letter from Mr. John G. Peel, of Peel & Co., Manchester, one of the principal men in the Egyptian cotton trade, which draws attention to some curious figures. Taking the six months from October 1st to March 31st, he points out that in 1913-14 Germany and Austria imported 99,272 bales of cotton from Egypt, and in 1914-15 nominally none; but Italy and Switzerland together increased their imports by 99,524, or almost precisely the amount not directly taken by Germany and Austria. The export from Egypt is now covered by the order of prohibition. The names of the chief Egyptian shippers, Mr. Peel adds, have a "strongly Germanic smack." The time has come for giving them a British smack.

THE KILT.

A highly educated private in the Highland regiment has sent home a fine panegyric on the kilt and its solid advantages. He tells of an old Highland sergeant he met in hospital who was being sent home with sciatica and rheumatism. The old chap commandeered a table to iron out the creases of his kilt with a heated stone shovel. He surveyed his handiwork with pride and a Sister came in and admired too. Then she said that he would feel cold in the kilt after being in bed and had better have trousers. "Sister," he said to her with a proud air, "I have been cold in the kilt for 19 years now and I'll be cold in them for a little longer yet." So Sister smiled and said no more, "being a wise woman." The men in all the kilted regiments rejoice and are exceedingly glad to think that as a result of this war there will be no more talk about abolishing the kilt. They hold not only that it has solid advantages of health and comfort, but that it puts the fear of God, or of the devil, into the hearts of the Germans when they see it coming swinging towards them.

VISITORS AT HOTELS.

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Mr A. von Dyke	Mr F. C. Rooze
Mr A. W. D. Gibbs	Capt J. Semes
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PROPOSED SAILINGS

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EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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FIRST CLASS ACCOMMODATION FOR PASSENGERS
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"ELLERMAN" LINE.

JAPAN, CHINA AND STRAITS
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MARSEILLES, LONDON AND LIVERPOOL.

For	Steamer	Sails.
LONDON & LIVERPOOL ...	"NETHERBY HALL"	On 24th June.
MARSEILLES & LONDON ...	"CITY OF RANGOON"	On 26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
GENERAL AGENTS

Hongkong, 29th May, 1915. [383



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NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, IMMINGHAM, LONDON, GENOA AND STRAITS.

THE Steamship

"GLENTURRET,"

Captain F. T. Jones, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 11th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th June, 1915. [637

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KARMALA,"

Arrived Hongkong on 4th June, 1915, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M., on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th June, 1915. [1

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA,"

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for counter signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board 10th June, at Noon, will be subject to landing charges, and if undelivered 15th June, at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown 13th June, at 9 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 22nd June, otherwise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong, 7th June, 1915. [18

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

Arrived Hongkong on 4th June, 1915. FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Medina"
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M., on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th June, 1915. [1

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM LEITH, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th June, 1915. [652

SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,617, T. Odnir, 9th June—Bangkok 1st June, Rice and General.—Thoresen & Co.

BANRI MARU, Japanese str., 2,352, R. Mitsui, 8th June—Samarang 1st June, Sugar.—Dodwell & Co.

CHIYUEN, Chinese str., 1,177, Wm. Ross, 9th June—Shanghai 5th June, General.—Chinese.

EIGER, Norwegian str., 875, M. Eliasen, 9th June—Dalny 2nd June, General.—Chinese.

HAICHING, British str., 1,267, W. C. Passmore, 9th June—Swatow 8th June, General.—Douglas Lapraik & Co.

MITSUKI MARU, Japanese str., 2,703, I. Nakamura, 8th June—Penang 31st May, General.—Dodwell & Co.

NANYO MARU, Japanese str., 1,918, S. Nishiyama, 9th June—Moji 3rd June, Coal.—Mitsui Bussan Kaisha.

RANELLA, British str., 3,406, str., J. T. Weldon, 8th June—Newchwang 1st June, Ballast.—Asiatic Petroleum Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

June 9th.

LEDORER, British str., for Liverpool.
LAISANG, British str., for Shanghai.
NAGOYA, British str., for London.
WAKA MARU, Japanese str., for Hoilo.

DEPARTURES.

June 9th.

BENCLEUCH, British str., for Yokohama.
CHOYSANG, British str., for Canton.
CYCLOPS, British str., for Yokohama.
HUE, French str., for Hoihow.
KUSICHOW, British str., for Canton.
KWANGLEE, Chinese str., for Shanghai.
LIANGCHOW, British str., for Canton.
OTAWA MARU, Japanese str., for Amoy.
SOSHU MARU, Japanese str., for Swatow.
SUNGKIANG, British str., for Haiphong.
TANSAN MARU, Japanese str., for Hongay.
TAISHUN, Chinese str., for Canton.
TELEMACHUS, British str., for Singapore.
YUNNAN, British str., for Port Courbet.

SHIPPING REPORTS.

The Chinese str. *Chiyuen* reports: Fine weather, light south-westerly wind.

The British str. *Haiching* reports: Moderate south-westerly wind and cloudy clear weather, moderate sea.

PASSENGERS.

ARRIVED.

Per *Haiching*, from Swatow, for Hongkong, Mr. H. Cadman, Mrs. Shiel, Mr. F. Leyte, Mr. J. G. Benetto, Master Roman Legarda, Mr. F. E. McHugh.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The str. *Manchuria* sailed from Yokohama on 3rd June *viâ* Manila for Hongkong. The mails have been transferred to the str. *Luzon Maru* of the Osaka Shosen Kaisha line, due to arrive at Hongkong on the 11th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Montcalm* left Vancouver, B.C., on 2nd June, p.m.

THE AUSTRALIAN MAIL.

The A.O.L. str. *Changsha* left Port Darwin for Hongkong *viâ* Philippine ports on 5th inst., and may be expected to arrive on or about 17th inst.

The str. *Empire* left Sydney for this port *viâ* Queensland ports, Port Darwin, Timor, and Manila on 2nd inst., and may be expected to arrive here on or about 24th inst.

MERCHANT STEAMER.

The str. *Itola* sailed from Calcutta on 30th May, and may be expected here on or about the 15th inst.

SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 25th June.
Radnorshire, from London, is due in Hongkong 12th July.

INDRA LINE.

Indrasamha, from Vladivostock, is due in Hongkong end of July.

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Hongkong, 22nd January, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	TAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & LIVERPOOL	NETHERBY HALL	Brit. str.	—		THE BANK LINE, LIMITED	On 24th inst.
LONDON	MONMOUTHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	End of June.
MARSEILLES VIA PORTS	CORDILLERE	Fren. str.	—		MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c	HIZANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
VICTORIA & TACOMA VIA SHANGHAI & JPANA, B.C.	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	To-morrow, at 3 P.M.
VICTORIA B.C., & SEATTLE VIA KEELUNG, &c.	AKI MARU	Jap str.	—	Noma	NIPPON YUSEN KAISHA	On 16th inst.
NEW YORK VIA PANAMA	WALTON HALL	Brit. str.	—		THE BANK LINE, LIMITED	On 8th July.
NEW YORK VIA SUEZ CANAL	SAINT RONALD	Brit. str.	—		DODWELL & Co., LTD.	About Early in July.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 15th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 22nd inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 29th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 13th July, at 10.30 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c	KATHIAWAR	Brit. str.	—		THE BANK LINE, LIMITED	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	F. C. Gambrill	JARDINE, MATHESON & Co., LD.	On 21st inst.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	E. S. Baikie	GIBB, LIVINGSTON & Co.	On 22nd inst., at 11 A.M.
JAPAN	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 13th inst., A.M.
KOBE & YOKOHAMA	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th inst., at 3 P.M.
KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	—	Shinobe	NIPPON YUSEN KAISHA	On 18th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	KUBICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at Noon.
WEIHAIWEI & TIENTSIN	CHIPSHING	Brit. str.	—	Schenk	JARDINE, MATHESON & Co., LD.	On 16th inst., at D'light.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Hemlwood	JARDINE, MATHESON & Co., LD.	On 13th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	LUCHOW	Brit. str.	1 m.	J. Mesthell	BUTTERFIELD & SWIRE	On 13th inst., at D'light.
SHANGHAI	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 14th inst.
SHANGHAI	SINKIANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	On 17th inst., at D'light.
SHANGHAI KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	About 17th inst.
SHANGHAI, MOJI & KOBE	ITOLA	Brit. str.	—	Butler	DAVID SASSOON & Co., LTD.	On 19th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	—	Ohta	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI	KASHGAR	Brit. str.	—	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	About 25th inst.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
SWATOW & BANGKOK	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 15th inst., at Noon.
SWATOW, AMOY & FOOCHOW	CHANGCHOW	Brit. str.	1 m.	Mouse	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. Passmore	DOUGLAS LAPRAIK & Co.	To-morrow, at 2.30 P.M.
SWATOW, AMOY & FOOCHOW	HAIKUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & Co.	On 15th inst., at 2.30 P.M.
MANILA	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 13th inst., at 2.30 P.M.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	P. Rolfe	JARDINE, MATHESON & Co., LD.	On 12th inst., at 3 P.M.
MANILA	TRAN	Brit. str.	1 m.	J. Walker	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 19th inst., at 3 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	RANGOON MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 13th inst.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	OSAKA SHOSEN KAISHA	On 13th inst., at 7 A.M.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	C. P. Seddon	DAVID SASSOON & Co., LD.	On 20th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU	Jap str.	—	Takano	NIPPON YUSEN KAISHA	On 16th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 12th inst., at 3 P.M.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 25th inst.
HAIPHONG	DAIGI MARU	Jap. str.	—	T. Konishi	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-day, at Noon.
HOIHOW & HAIPHONG	TAKSANG	Jap. str.	—	Mathews	JARDINE, MATHESON & Co., LD.	To-morrow, at 7 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"TAKSANG"	Friday, 11th June, 7 A.M.
* MANILA	"YUENSANG"	Saturday, 12th June 3 P.M.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 12th June, 3 P.M.
† SHANGHAI	"CHOYSANG"	Sunday, 14th June, D'light.
‡ WEIHAIWEI & TIENTSIN	"CHIPSHING"	W'd'day, 16th June, D'light.
† SHANGHAI	"KWONGSANG"	Thursday, 17th June, D'light.
* MANILA	"LOONGSANG"	Saturday, 19th June, 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUTSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

Those vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, Wusih, Dairy, Wuhu, Nanchowang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labuk Bata, Simporna, Tawao, Usukan Usselton and Labuan.

Telephone No. 215, Sub. Exch 6.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 10th June 1915 GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD.,

Telephone No. 215. AGENTS.

Hongkong, 16th April, 1914. 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"MONMOUTHSHIRE"	End of June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,

Hongkong, 26th May, 1915 AGENTS 24

PACIFIC MAIL S.S. CO.

OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila)	Sailing	TUESDAY, 15th June, at Noon.
MANCHURIA	"	TUESDAY, 22nd June, at 1 P.M.
MONGOLIA	"	TUESDAY, 20th July, at 1 P.M.
PERSIA (via Manila)	"	TUESDAY, 3rd Aug., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
TEL. No. 141. KING'S BUILDINGS.

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"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	$10.00	MISSIONARY DIRECTORY, paper cover	$0.80
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, cloth cover	1.20
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. H. Halcombe	3.50	DOG AND GUN in New Territory	1.00
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THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
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HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1923—	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	CALLED OUT; or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
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POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" " VICTORIA	1.00
TRADE-MARK REGULATIONS IN CHINA	0.25	" " KOWLOON	0.75
		" " PEAK	0.75
		" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914, on card	0.50
		" " " " on paper	0.25

SHIPPING IN PORT.

STEAMERS.

ANAMBA, British str., 1,159, Hill, 7th June—Manila 2nd June, Ballast.—Asiatic Petroleum Co.

AKI MARU, Japanese str., 4,002, T. Noma, 7th June—Shanghai 3rd June, General.—Nippon Yusen Kaisha.

ALBIANA, British str., 2,279, W. Dunbar, 5th June—Chingwantao 30th May, Coal.—Dodwell & Co.

CHIHAN MARU, Japanese str., 1,006, Moka, 4th June—Hongay 1st June, Coal—Mitsui Bussan Kaisha.

CHICAGO MARU, Japanese str., 3,636, K. Hori, 5th June—Manila 2nd June, General—Osaka Shosen Kaisha.

CHINGCHOW, British str., 1,195, Jas. Doyle, 27th May—Port Parseval 26th May, General.—Shewan, Tomes & Co.

CHINA, American str., 3,186, H. Thompson, 8th June—San Francisco 6th May, General.—P.M. S.S. Co.

CHUNGKING, British str., 1,311, Rees Lewis, 6th June—Bangkok 28th May, Rice.—Butterfield & Swire.

DEVAWONGSE, British str., 1,047, C. W. Shearer, 8th June—Saigon 4th June, Rice.—Order.

DRUPAR, Norwegian str., 1,102, J. Bing, 8th June—Swatow 7th June, General.—Chinese.

HANOI, French str., 739, Ch. Le Chevalier, 5th June—Haiphong 4th June, General.—A. R. Marty.

JADE, French str., 386, J. Pannier, 7th June—Haiphong 5th June, General.—Osaka Shosen Kaisha.

KUBICHOW, British str., 1,220, Forsyth, 6th June—Tientsin 30th May, General.—Butterfield & Swire.

KUNG PING, Chinese str., 1,785, J. B. Howie, 5th June—Shanghai 1st June, General—Chinese.

KUTSANG, British str., 3,110, R. C. D. Bradley, 7th June—Moji 2nd June, General.—Jardine, Matheson & Co.

LIANGCHOW, British str., 1,220, Benson, 7th June—Shanghai 4th June, General.—Butterfield & Swire.

LODORER, British str., 2,053, B. L. Coats, 8th June—Dalny 1st June, Bean Oil.—Dodwell & Co.

PROVIDENCE, Norwegian str., 693, M. G. Steen, 31st May—Sydney 7th May, Ballast.—Order.

QUAITA, British str., 1,166, Hooker, 4th June—Bangkok 28th May, Rice and Timber—Butterfield & Swire.

SUISANG, British str., 1,776, H. Simpson, 8th June—Singapore 2nd June, General.—Jardine, Matheson & Co.

SUNGKIANG, British str., 987, J. Robinson, 7th June—Haiphong 4th June, General.—Butterfield & Swire.

TAIYO MARU, Japanese str., 2,064, H. Kato, 3rd June—Miike 28th May, Coal.—Mitsu Bussan Kaisha.

TAISHUN, Chinese str., 1,200, Waterlund, 8th June—Shanghai 2nd June, General.—Chinese.

TANSAN MARU, Japanese str., 1,292, Nishikawa, 6th June—Chingwantao 31st May, Coal.—Dodwell & Co.

TAKSANG, British str., 979, Matthews, 7th June—Haiphong, 3rd June, General.—Jardine, Matheson & Co.

TJIPANAS, Dutch str., 5,000, A de Lange, 6th June—Java ports, Sugar.—Order.

TJIKINI, Dutch str., —, Lap, 23rd May—Batavia and Saigon 19th May, General.—Java-China-Japan Lijn.

UNKAI MARU, Japanese str., 988, J. Kamasaki, 1st June—Wakamatsu 25th May, Coal.—Mitsui Bussan Kaisha.

YUENSANG, British str., 1,123, P. H. Rolfe, 8th June—Manila 5th June, General.—Jardine, Matheson & Co.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA,"

Captain C. C. Talbot, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY on SATURDAY, the 19th June, 1915, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "EGYPT," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KHYBER," due in London on the 1st August, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th June 1915. [2

AMERICA AND MANCHURIAN LINE.

FOR NEW YORK VIA PANAMA.

THE Steamship

"WALTON HALL,"

4,972 tons, will be despatched as above on THURSDAY, 8th July.

For Freight and further particulars apply to:—

THE BANK LINE, LTD.,
General Agents.

Hongkong, 8th June, 1915. [647

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA SUEZ CANAL

S.S. "SAINT RONALD,"

about Early in July.

For Freight and further information, apply

DODWELL & Co., LTD.,
Agents.

Hongkong, 22nd May 1915 [356

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAGOYA Capt. A. B. Garwood, R.N.R.	Noon. 10th June.	Freight and Passage.
SHANGHAI	SARDINIA Capt. J. T. Jeffery.	About 17th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*MALTA* Capt. C. C. Talbot, R.N.R., ...	Noon. 19th June.	*See Special Advertisement*
SHANGHAI, MOJI, KOBE and YOKOHAMA	KASHGAR Capt. H. N. Rivers, R.N.R. ...	About 25th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:—

E. A. HEWETT,
Superintendent.

Hongkong, 10th June, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and BANGKOK	"CHANGCHOW"	On 10th June, 10 A.M.
HAIPHONG	"SUNGKIANG" ...	On 10th June, Noon.
SHANGHAI	"LIANGCHOW" ...	On 10th June, 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 11th June, Noon.
SHANGHAI	"LUCHOW"	On 13th June, D'light.
MANILA, CEBU and ILOILO	"TEAN"	On 15th June, 4 P.M.
SHANGHAI	"SINKIANG"	On 15th June, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 22nd June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW," and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast, soheduls service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th June, 1915. TELEPHONE 35. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Pasmore ...	FRIDAY, 11th June, at 2.30 P.M.
"HAIMUN"	Capt. A. H. Stewart ...	TUESDAY, 15th June, at 2.30 P.M.
"HAITAN"	Capt. J. W. Evans ...	FRIDAY, 18th June, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th June, 1915. 13

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched for SHANGHAI, KOBE and MOJI on 19th June.

WESTWARD

S.S. "JAPAN," 6,013 tons, Capt. C. P. Sedden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 4th June, 1915. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June. 15th July. 2nd Aug.	On 22nd June, 11 A.M. On 17th July, 11 A.M. On 9th Aug., 11 A.M. On 23rd Aug., 11 A.M.
EMPIRE		
EASTERN		
ALDENHAM		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. 23

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots ...	TUES., 29th June.
* NIPPON MARU	11,000 — 18 knots ...	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots ...	TUES., 27th July.
CHIYO MARU	22,000—21 knots ...	TUES., 24th Aug.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS)	£120.
" " " NEW YORK	£60. ...	" "	£96.10.
" " " SAN FRANCISCO	£45. ...	" "	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO,
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	... 17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. [216

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	ATLANTIQUE	On 14th June.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	CORDILLERE	On 12th June, 1 P.M.

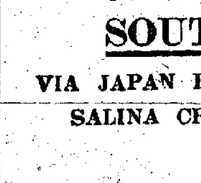
ALL STEAMERS FITTED WITH WIRELESS.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

2]

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU" ...	K. Hori	FRIDAY, 11th June, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata ...	SUNDAY, 13th June, at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 13th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"DAIGI MARU" ...	T. Konishi ...	FRIDAY, 11th June, at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
p.m.		about	about Noon			
June 7	MALTA	June 14	June 19	EGYPT	July 18	July 25
June 21	SARDINIA ...	June 28	July 3	MEDINA	Aug. 1	Aug. 8
	NUBIA ...	July 12	July 17	MONGOLIA ...	Aug. 15	Aug. 22
July 19	ORIENTAL ...	July 26	July 31	MALWA	Aug. 28	Sept. 4
	MALTA ...	Aug. 9	Aug. 14	PERSIA	Sept. 11	Sept. 18
Aug. 16	SARDINIA ...	Aug. 23	Aug. 28	MOREA	Sept. 25	Oct. 2
	NUBIA	Sept. 6	Sept. 11	MALOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES
The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£48.	"	£72.
	"B"	"	"	£44.	"	£66.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£66.	Return	£99.
	"B"	"	"	£60.	"	£90.
2nd Saloon	"A"	"	"	£46.	"	£69.
	"B"	"	"	£42.	"	£63.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES if calling	Due at LONDON.
	about	about	about	about	about	about
NAGOYA			June 10	June 16	July 14	July 24
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19
NOVARA	Aug. 16	Aug. 25	Sept. 1	Sept. 7	Oct. 8	Oct. 17
SIMLA	Sept. 27	Oct. 7	Oct. 13	Oct. 19	Nov. 17	Nov. 26
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Dec. 1	Dec. 9
NYANZA	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £54 Single: £81 Return, 2nd Saloon £38 Single: £57 Return
FARES TO MARSEILLES:
1st Saloon £50 Single, 2nd Saloon £30 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

23

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ HIRANO MARU Capt. H. Fraser,	16,000	THURSDAY, 17th June, at Noon.
	§ KATORI MARU Capt. B. Kon,	20,000	THURSDAY, 1st July, at Noon.
VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	§*AKI MARU Capt. Noma,	12,500	TUESDAY, 15th June, at 4 P.M.
	§ TAMBA MARU Capt. Nagasago,	12,500	TUESDAY, 29th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ TANGO MARU Capt. K. Soyeda,	13,500	TUESDAY, 15th June, at 4 P.M.
	§ NIKKO MARU Capt. Takeda,	9,000	FRIDAY 16th June, at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	TOSA MARU Capt. Takano,	12,000	WEDNESDAY, 16th June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	RANGOON MARU Capt. H. Nomura,	8,000	SATURDAY, 12th June.
KOBE and YOKOHAMA ...	KASHIMA MARU Capt. M. Yagi	20,000	MONDAY, 14th June, at 3 P.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Ohta	8,000	FRIDAY, 25th June.
NAGASAKI, KOBE and YOKOHAMA	§ NIKKO MARU Capt. Takeda,	2,600	SUNDAY, 13th June, A.M.
KOBE and YOKOHAMA ...	§ CEYLON MARU Capt. Shinohe,	10,000	FRIDAY, 18th June,

§ Wireless Telegraphy. * Omitting Keelung.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer.	Displacement.	Leave Hongkong
HIRANO MARU	16,000 Tons	Thurs., 17th June.
KATORI "	20,000 "	" 1st July.
KAMO "	16,000 "	" 15th July.
KASHIMA "	20,000 "	" 29th July.

FOR AMERICA.

AKI MARU	12,500 Tons	Tues., 15th June.
TAMBA "	12,500 "	" 29th June.
YOKOHAMA "	12,500 "	Thurs., 8th July.
SADO "	12,500 "	Tues., 27th July.
AWA "	12,500 "	" 10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941 15

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
America (ex *Manchuria*)	*Luzon Maru*... ...	11th inst.
Australia	*Nikko Maru*	11th inst.
Europe (London 12th ult. via Siberia) ...	*Sinkiang*	11th inst.
Europe (via Negapatam)	*Kashima Maru* ...	14th inst.
...		
...		
...		
...		

OUTWARD MAILS.

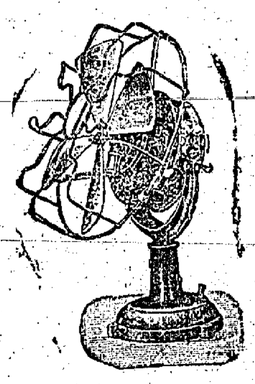
For	Per	Date
Swatow and Bangkok	*Changchow* ...	Thursday, 10th, 8.00 A M
Haiphong	*Sungkiang* ...	Thursday, 10th, 9.00 A M
Pakhoi and Hongay	*Jade*	Thursday, 10th, 9.00 A M
Hoihow and Haiphong	*Hanoi*	Thursday, 10th, 10.00 A M
Straits, India via Colombo, Port Said Marseilles and London	*Nagoya*	Thursday, 10th 11.00 A M
Japan via Kobe	*Keishin Maru* ...	Thursday, 10th, 11.00 A M
Shanghai, North China	*Liangchow*...	Thursday, 10th, Registration ... 2.15 P M; Letters ... 3.00 P M
(EUROPE VIA SIBERIA) (Tientsin-Pukow Railway Shanghai Brit. P.O. Tuesday, the 15th inst.)		
Haiphong	*Taksang*	Thursday, 10th, 4.00 P M
Saigon	*Devawongse* ...	Friday, 11th, 9.00 A M
Swatow and Bangkok	*Drusar*	Friday, 11th, 11.00 A M
Chingwantao	*Albiana*	Friday, 11th, 11.00 A M
Weihaiwei, Chefoo and Tientsin	*Kusichow*	Friday, 11th, 11.00 A M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Tacoma, and United Kingdom via Canada ...	*Chicago Maru* ...	Friday, 11th. Registration ... 12.15 P M; Letters ... 1.00 P M
Swatow, Amoy and Foochow	*Haiching*	Friday, 11th, 1.30 P M
Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ...	*Cordillera* ...	Saturday, 12th, Printed Matter and Samples ... 10.00 A M; Registration ... 11.15 A M; Registration, Kowloon B.O. 9.30 A M; Letters ... Noon
Philippine Islands	*Yuensang*	Saturday, 12th, 2.00 P M
Straits and India via Calcutta	*Kutsang*	Saturday, 12th, 2.00 P M
Japan via Moji	*Banri Maru* ...	Saturday, 12th, 3.00 P M
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) (Tientsin-Pukow Railway Shanghai Brit. P.O. Wednesday, 16th inst.)	*Luchow*	Saturday, 12th, Registration 3.15 P M; Letters ... 4.00 P M
Shanghai and North China	*Chowsang*	Saturday, 12th, 4.00 P M
Swatow, Amoy and Formosa via Tamsui ...	*Dasin Maru* ...	Saturday, 13th, 9.00 A M
Japan via Nagasaki	*Nikko Maru* ...	Sunday, 13th, 9.00 A M
Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco and United Kingdom via Canada	*China*	Tuesday, 15th, Registration ... 10.15 A M; Letters ... 11.00 A M
Straits	*Suisang*	Tuesday, 15th, 1.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 18th, 1.30 P M
Swatow, Amoy and Foochow	*Haimun*	Tuesday, 15th, 1.30 P M
Shanghai, North China and Japan via Moji Victoria, B.C., Seattle and United Kingdom via Canada	*Ale Maru* ...	Tuesday, 15th. Registration ... 2.15 P M; Letters ... 3.00 P M
(EUROPE via SIBERIA) (Tientsin-Pukow Railway Shanghai Brit. P.O. Saturday, 19th inst.)		
Philippine Islands, Australia, New Zealand Tasmania & New Guinea via Thursday Islands	*Tango Maru* ...	Tuesday, 15th, Registration ... 2.15 P M; Letters ... 3.00 P M
Shanghai and North China	*Sinkiang*	Tuesday, 15th, 3.00 P M
Philippine Islands	*Tean*	Tuesday, 15th, 3.00 P M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe The Parcel Mail will be closed on Friday, the 18th inst., at 5 P.M.	*Malta*	Saturday, 19th. Printed Matter and Samples 10.00 A M; Registration ... 10.15 A M; Registration Kowloon B.O. 9.30 A M; Letters ... 11.00 A M
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*Changsha* ...	Monday, 21st, Registration ... 1.15 P M; Letters 2.00 P M
Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*St. Albans* ...	Tuesday, 22nd, Registration ... 9.15 A M; Letters ... 10.00 A M
Philippine Islands	*Chinhua*	Tuesday, 22nd, 3.00 P M

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung, Santis, Stanley	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	8.15 A.M.
Kongmoon and Kumchuk	Except Saturdays 6.00 P.M.	5.00 P.M.
Namtau and Sanmei		5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

KEEP COOL!



It's quite easy even in this weather, if you instal a

"FREEZOR FAN"

3 Speeds Varying from a gentle Breeze to a Typhoon.

Suitable for Hongkong, Kowloon, Canton and Macao.

SURPASSES ALL OTHER TYPES.

WM. C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS,
14, Des Vœux Road Central, Hongkong.
Telephone 358. Cablegrams: "Marinework." [32

COMMERCIAL.

CLOSING QUOTATIONS.

June 9th.

On London:—
Telegraphic Transfer ... 1/9½
Bank Bills, on demand ... 1/9⅝
Bank Bills, at 30 days' sight ... 1/9⅝
Bank Bills, at 4 months' sight ... 1/9⅞
Credits, at 4 months' sight ... 1/10⅛
Documentary Bills 4 months' sight 1/10⅛

On Paris:—
Bank Bills, on demand ... 229½
Credits, at 4 months' sight ... 240

On Germany:—
On demand ... nom.

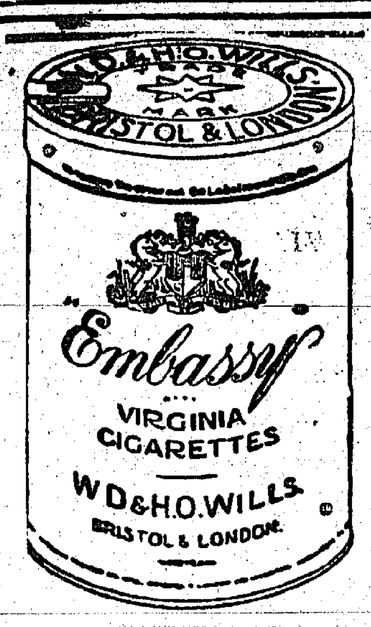
On New York:—
Bank Bills, on demand ... 43½
Credits, at 60 days' sight ... nom.

On Bombay:—
Telegraphic Transfer ... nom.
Bank, on demands ... 135½

On Calcutta:—
Telegraphic Transfer ... nom.
Bank, on demand ... 135½

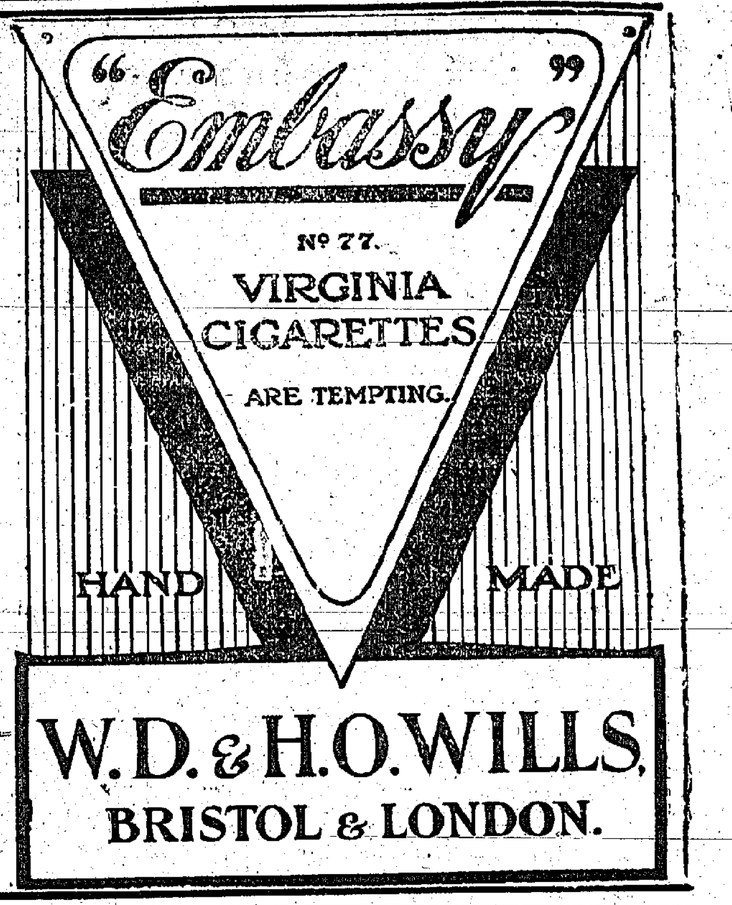
On Shanghai:—
Bank, at sight ... 78
Private, 30 days' sight ... nom.

On Yokohama:—On demand ... 88
On Manila:—On demand—Pesos—88
On Singapore:—On demand ... 77
On Batavia:—On demand ... 108½
On Haiphong:—On demand ... 81½ p.m.
On Saigon:—On demand ... 6 % p.m.
On Bangkok:—On demand ... 86
Sovereigns, Bank's Buying Rate ... $11.60 n.
Gold Leaf, 100 fine, per tael ... $57.90
Bar Silver, per oz. ... 23 7/16d.



"EMBASSY" Cigarettes Represent the Standard by which others are judged.

Prices:
50's Tin - - 75 Cents.
25's " - - 40 "
10's " - - 20 "



SHARE LIST.—QUOTATIONS.

Hongkong, 9th June, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on Basis of Last Div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$805 / L'don	5½ p.c.
China Borneo Company, Limited ...	60,000	$12	all	$9.85, buyers	8½ p.c.
China Light and Power Company, Ld. ...	50,000	$5	all	$4½, sellers	7½ p.c.
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$8½, buyers	8½ p.c.
Cotton Mills.—					
S'hai Cotton Manufacturing Co., Ld. ...	40,000	Tls. 50	all	Tls. 98, buyers	
Kung Yik Cotton S. & W. Co., Ld. ...	100,000	Tls. 10	all	Tls. 13.90, sellers	
International Cotton Manufing Co., Ld.	10,000	Tls. 75	all	Tls. 90	
Laou Kung Mow Cotton S. & W. Co., Ld.	8,000	Tls. 100	all	Tls. 89½	
Soeychee Cotton S. & W. Co., Ld. ...	20,000	Tls. 50	all	Tls. 43½	
Ewo Cotton Spin'g. & Weaving Co., Ld	20,000	Tls. 50	all	Tls. 162½, sales	
Hongkong Cotton Spinning Co., Ld. (in Liquidation)	125,000	$10	all	$7½, sales	
Dairy Farm Company, Limited	40,000	$7½	$8	$34, buyers	4½ p.c.
Docks and Wharves.—					5 p.c.
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$69, sales	5 p.c.
H'kong. and Whampoa Dock Co., Ld. ...	50,000	$50	all	$52½	
S'hai. Dock and Engineering Co., Ld.	85,700	Tls. 100	all	Tls. 51½	
S'hai. and Hongkew Wharf Co. Ld. ...	36,000	Tls. 100	all	Tls. 85	
Green Island Cement Co., Limited ...	400,000	$10	all	$5.80, sales	7½ p.c.
Hongkong Electric Co., Limited	60,000	$10	all	$39, buyers	5 p.c.
Hongkong Hotel Company, Limited ...	20,000	$50	all	$114, buyers	5½ p.c.
Hongkong Ice Company, Limited	6,500	$25	all	$185	7½ p.c.
Hongkong Rope Manufacturing Co., Ld. ..	60,000	$10	all	$25½, sellers	6 p.c.
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5.15, sellers	
Insurances.—					6 p.c.
Canton Insurance Office Co., Limited	10,000	$250	$50	$365, sales	7 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$133, buyers	7 p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$390	
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 170	
Union Insurance Society, Limited ...	12,500	$250	$100	$855, sales	6½ p.c.
Yangtsze Insurance Association Ld. ...	12,000	$100	$60	$225, @ Ex 73 buyers	
Lands and Buildings.—					6½ p.c.
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$108, sales	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	6 p.c.
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$6.90, sales	7½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$40, buyers	
Shanghai Land Investment Co., Ld. ...	78,000	Tls. 50	all	Tls. 105	6 p.c
West Point Building Co., Limited ...	12,500	$50	all	$71, buyers	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 42½, buyers	
Mining.—					
Chinese Engineering and M. Co., Ld.	1,000,000	$1	all	32 6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.70, sal. & buy.	
Tronoh Mines, Limited	160,000	£1	all	32/6	8 p.c.
Peak Tramways Co., Limited ...	25,000	$10	all	$9.30, sellers	
	50,000	$10	$1	$0.80, buyers	
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$115, buyers	
Luzon Sugar Refining Co., Limited	7 000	$100	all	$28, sal./$27½, buyers	
Steamship Companies.—					
China and Manila Steamship Co., Ld...	30,000	$50	all	$4.80, buyers	
Douglas Steamship Co., Limited.	20,000	$50	all	$43, buyers	6 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$23	4 p.c.
Indo-China Steam Navigation Co., Ld.	60,000 pref. 50,000 def.	$25	all	$97	
Shell Transport & Trading Co., Ld	4,047,510	£1	all	9 3/16, sellers	7½ p.c.
Star Ferry Company, Limited ...	40,000	$10	all	$37, sellers	5½ p.c.
South China Morning Post, Limited ..	6,000	$25	all	$28	
Steam Laundry Company, Limited ..	20,000	$5	all	$3, buy./$3½, sel.	8½ p.c.
Stores and Dispensaries.—					
Powell, Wm., Limited	21,000	$7	all	$6, sellers	7½ p.c.
Watson & Co., A. S., Limited ..	90,000	$10	all	$6.60 sales	9 p.c.
Union Waterboat Co., Limited	50,000	$10	all	$16½, buyers	9 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

FOR EUROPE AND AMERICA,
India, Australia, &c.,
and for
Private Residence at the Outports,
A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
The China Overland Trade Report,
Subscription, paid in advance, $12 per annum. Postage $8 to any part of the World.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000 at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.
Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.
Manager:
Shanghai—A. G. Stephen.
London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "
N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital£1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 500,000

Bankers:
Bank of England,
and
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [119

NEDERLANDSCH-INDISCH HANDELSBANK
(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund ... Fl. 7,765,500 (£647,125)

Head Office: AMSTERDAM.
Head Agency: BATAVIA.
LONDON BANKERS:
The Williams Deacons Bank.
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central
Hongkong, 17th November, 1914. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... £1,200,000
Reserve Fund £1,600,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
Wm. DICKSON,
Manager.
Hongkong, 8th June 1914 [118

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office:—Wall Street, New York.
London Office:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $6,250,000
RESERVE FUNDS 4,120,000
(Gold) $7,370,000
All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager.
9, Queen's Road,
Hongkong, 12th May, 1915. [186

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed Yen 10,000,000
Capital Paid-up " 10,000,000
Reserve Funds " 3,970,000

President: Kazuyoshi Yagiu, Esq.
Vice-President: Kojuro Nakagawa, Esq.
Directors.
Ivetoshi Sada, Esq.
Kyoroku Yamanabi, Esq.
Shingo Minami, Esq.
HEAD OFFICE
TAIPEH, FORMOSA (Taiwan).
Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

London Bankers:—
Parr's Bank,
Yokohama Specie Bank.
Correspondents at Cheribon, Chesham, Dairen, Fusan, Iloilo, Jolo, Macassar, Makden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.
HONGKONG OFFICE:
3, Des Vœux Road.
The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.
K. TSUDZURABARA,
Manager.
Hongkong, 13th April, 1915. [558

THE BANK OF CHINA. GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 15th April, 1913.)

Authorised Capital $50,000,000.
Paid-up Capital $10,000,000.
HEAD OFFICE: PEKING.
BRANCHES AND SUB-BRANCHES:
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan, Taochsien, Tsangshsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Haiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. Canton Kuhyang, Peking: Kuchus, Suiyuancheng, etc., etc.
CANTON BRANCH:
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 13th October, 1914 [492

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